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Historic sketches of
London, Ontario

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Historic
Sketches
of London
Ontario

PUBLISHED BY
THE LONDON AND MIDDLESEX
HISTORICAL SOCIETY, 1908

Programs of The London and Middlesex Historical Society



TRANSACTIONS 1902-1907

PIONEERS OF MIDDLESEX
SIR JOHN CARLING

FOUNDING OF LONDON
CL. T. CAMPBELL, M.D.

1908
PUBLISHED BY THE SOCIETY

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The London and Middlesex Historical Society

This Society was organized on the 22nd of October, 1901, in accordance with arrangements made at a preliminary meeting held at the Western University, London, on the 26th of June previous. Eight regular monthly meetings have been held every year since—the Society taking a recess during the summer. At every meeting historical papers and objects of historical interest have been presented; and the Society has gathered the nucleus of a historical museum.

The following are among the papers of original research that have been presented: "The U. E. Loyalists," by Sir John Bourinot; "Early Explorations in Western Ontario," by Mr. J. H. Coyne; "The Founding of London," Dr. Cl. T. Campbell; "The 100th (Canadian) Regiment," Major Gorman; "The Battle of Longwoods," Mr. I. H. Poole; "Municipal Progress," Mr. G. R. Patullo; "Early Anglican Missions," Archdeacon Richardson; "The Making of Ontario," Mr. C. C. James; "The Talbot Settlement," Judge Hughes; "The Settlement of Hyde Park," "The Stevens Family," and "The Pioneer Militia," Mr. A. McQueen; "Aboriginal Characteristics," Mr. David Boyle; "The Names of London Streets," Miss Priddis; "The Extermination of the Neutrals," Mr. John Dearness; "Indian Tribes and Relics," Dr. Woolverton; "The First Bishop of Huron," Mr. V. Cronyn.

Papers of personal recollections of pioneer days in the county have been given by Sir John Carling, Judge Wm. Elliott, Judge Hughes, Hon. Freeman Talbot, Messrs. W. J. Imlach, Thos. Kent, Wm. Percival, Elliot Grieves, A. Sydere, J. Eckert, Mesdames Porte, Root, and many others; and very many papers on literary subjects of historical interest by a number of ladies and gentlemen.

In order to encourage school children in the study of local history, the society has offered prizes for the best essays on Township Histories, and lives of Pioneers. The following prizes for essays have been awarded:

"The Township of Biddulph," by W. W. Rivington.

"John Blair," by Alex. Blair Gray.

"Francis Nichol," by Mabel Nichol.

"Adam Telfer" by Reta Telfer.

Tablets have been erected at points of interest in the city—the site of the first house, and on the Russian Guns captured in the Crimean War.

The annual meeting of the Society is held on the 3rd of March—being the date of Governor Simcoe's visit to London.

First Officers of the Society

HON. PRESIDENT—SIR JOHN CARLING.
PRESIDENT—CL. T. CAMPBELL, M. D.
1ST VICE PRESIDENT—MR. JAS. EGAN.
2nd VICE PRESIDENT—MRS. E. N. ENGLISH.
COR. SECRETARY—W. M. ENGLISH, M. D.
RECORDING SECRETARY—MRS. GAHAN.
TREASURER—MR. HENRY MACKLIN.
CURATOR—DR. WOOLVERTON.

EXECUTIVE COMMITTEE—REV. J. G. STUART, MESSRS. JOHN CAMERON, C. B. EDWARDS, JOHN DEARNESS, AND MISS PRIDDIS.



Officers for 1908-9

HON. PRESIDENT—SIR JOHN CARLING.
PRESIDENT—MR. HENRY MACKLIN.
PAST PRESIDENT—MR. F. LAWSON.
1ST VICE PRESIDENT—
2nd VICE PRESIDENT—MRS. BRICKENDEN.
SECRETARY—MISS FLORENCE A. MITCHELL.
ASST. SECRETARY—MISS AMY BARTRAM.
COR. SECRETARY—MR. C. B. EDWARDS.
TREASURER—MR. JOHN DEARNESS.
CURATOR—DR. WOOLVERTON.

AUDITORS—MESSRS. JOHN S. PEARCE AND A. W. FRASER.

EXECUTIVE—MISS MACKLIN, DR. CAMPBELL, MISS PRIDDIS, MISS CANNELL, MISS GAHAN, F. LAWSON.

Members of the Society

- | | |
|-------------------------|-----------------------------|
| Alexander, N., M. D. | Fraser, A. W. |
| Bartram, Mrs. W. H. | Fraser, Mrs. A. W. |
| Bartram, Miss Amy | Gahen, Mrs. M. J. |
| Beal, W. H., M. D. | Galpin, A. R. |
| Beattie, Major, M. P. | Gates, H. E. |
| Becher, H. C. | Gibson, L. |
| Beck, Hon. Adam | Graham, C. M. R. |
| Beck, Mrs. Adam. | Grant, Stephen |
| Blackburn, H. | Greenless, A. |
| *Blackwell, R. J. | Gunn, Geo. C. |
| Bland, R. R. | Hammond, Fred |
| Boomer, Mrs. | Hazard, J. C. |
| Brickenden, Mrs. | Hastings, T. W. |
| Burgess, Miss G. | Hole, B. V. |
| Burwell, Miss M. | Hopkirk, Miss |
| Butler, Jno. C. | Hopkirk, Miss Laura |
| Butler, Mrs. Jno. C. | Hutchison, T. V., M. D. |
| Cadwallader, R. | Hyttentrauch, St. John |
| Callard, Mrs. J. | Hyttentrauch, St. John Mrs. |
| Cameron, John | *Imlach, W. J. |
| Campbell, Cl. T., M. D. | Jeffrey, A. O. |
| Campbell, Mrs. Cl. T. | Jewell, Mrs. G. F. |
| Campbell, Mrs. I. J. | Jones, Jno. W. |
| Cannell, Miss | Jones, H. J. |
| Carling, Sir Jno. | Judd, J. C. |
| Carling, Miss | Kelso, Miss |
| Coo, W. C. | King, Mrs. E. N. |
| Collver, Mrs. | *Labatt, Mrs. Jno. |
| Cronyn, V. | Lawson, Frank |
| Cronyn, Hume | Lawson, Mrs. F. |
| Davidson, W. McC. | Leonard, F. E. |
| Dearness, Jno. | Leonard, Mrs. F. E. |
| Dearness, Mrs. Jno. | Liddicott, W. H. |
| Dynes, Miss | Lougheed, Miss |
| Edwards, C. B. | Macbeth, Talbot (Judge) |
| Egan, James | Macbeth, Mrs. Talbot |
| *Elliott, Judge Wm. | *Macbeth, Jno. |
| English, W. M., M. D. | Mackintosh, J. W. |
| English, Mrs. W. M. | Macklin, Henry |
| English, Mrs. E. N. | Macklin, Miss Stella |
| Essery, E. T. | MacRobert, E. J. |
| Evans, Miss Bessie | Magee, Mr. Justice |
| Ferguson, Wm. H. | Magee, Mrs. |
| Fitzallen, Mrs. | Marshall, Mrs. J. H. |

Members of the Society

Mills, Miss	Scarrow, W.
Mills, Miss Martha	Screaton, A.
*Minhinnick, J. R.	Sears, H. G.
Minhinnick, Mrs. J. R.	*Shaw-Wood, R.
Minhinnick, Miss G.	Shaw-Wood, Miss
Mitchell, B. A.	Slater, J.
Mitchell, Miss Florence	Smith, Mrs. E. B.
Moorehouse, W. H., M. D.	Southam, R.
Mountjoy, C. E.	Stevely, Mayor.
Murphy, Thos.	Stockwell, C.
McCallum, Geo. A., M. D.	Strong, W. T.
McCann, B. C.	Stuart, Rev. J. G.
McIntosh, J. W.	Stuart, Alex., K. C.
McMeachan, J. H.	Tackaberry, W.
McNeil, G., M. D.	Talbot, O. H.
Nelles, J. A.	Tilley, Mrs. E. M.
*Orr, Thos.	Tillman, A.
Paul, Edwin	Vining, Jared
Pearce, J.	Weeks, G. N.
Pinnell, L.	Winnett, W. H.
Platt, Mrs. A.	Woolverton, Dr.
Priddis, Miss	Wright, John
Ratcliffe, S. J.	Wright, Douglas
Richardson, Ven. Archdeacon	Wrighton, J. W.
Riggs, Jno.	Wyatt, W.
Robinson, Alf.	Yates, Miss
Roome, W. F., M. D.	Zimmerman, Miss F.
Rowe, Thos.	
Saunders, W. E.	

* *Deceased*

Transactions of The London and Middlesex Historical Society

1901

JUNE 26.—Preliminary meeting at Western University, and Committee on Organization formed.

OCT. 22.—Meeting in Collegiate Institute, and address by Miss Fitzgibbon, of Toronto, on the Study of Canadian History. Adoption of constitution. Officers elected:—Honorary President, Sir John Carling; President, Dr. Cl. T. Campbell; First Vice-Pres., Jas. Egan; Second Vice-Pres., Mrs. E. N. English; Cor.-Secretary, Dr. W. M. English; Recording-Secretary, Mrs. Gahan; Treasurer, Henry Macklin; Directors, Rev. J. G. Stuart, Dr. Woolverton, Messrs. John Cameron, E. B. Edwards. John Dearness, and Miss Priddis.

NOV. 19.—In the Public Library. President's address on "The Study of History;" paper on "Pioneer Life," by Mr. W. J. Imlach; "Pioneers of Middlesex," by Sir John Carling.

DEC. 17.—"Exhibition of Canadian Relics," by Dr. Woolverton; "Reminiscences of Sixty-Four Years in London," by Judge Wm. Elliott.

1902

JAN. 16.—In the City Hall. Address, "The U. E. Loyalists," by Sir John Bourinot.

FEB. 18.—"Early explorations in Western Ontario," by Mr. J. H. Coyne, of St. Thomas.

MARCH 4.—Annual meeting. Reports received. Application made for affiliation with the Ontario Society. Old officers re-elected, with the following:—Assistant Sec., Miss Florence Mitchell; Curator, Dr. Woolverton; Directors, Col. John Macbeth, Messrs. J. Cameron, J. Dearness, C. B. Edwards, J. G. Stuart, and Miss Priddis.

MARCH 18—"London in the Forties," by Judge Hughes, of St. Thomas.

APRIL 16—"The First Bishop of Huron," by Mr. V. Cronyn.

TRANSACTIONS OF THE SOCIETY

MAY 20.—“Reminiscences,” of Mrs. Gilbert Porte; “The 100th (Canadian) Regiment,” by Major Gorman, Sarnia.

OCT. 14.—“The Founding of London,” by the President.

NOV. 18.—“Pioneers of Middlesex,” by Hon. Freeman Talbot, of Stratcarol, Assa.

DEC. 16.—“Reminiscences,” by Mr. Thos. Kent; “The Wreck at the battle of Moraviantown,” by Dr. Woolverton.

1903

JAN. 18.—“Recollections of Mrs. Root,” read by Rev. J. G. Stuart; “Robert Fleming Gourlay,” by Dr. Campbell.

FEB. 17.—“Early explorations in Southwestern Ontario,” Mr. J. H. Coyne, St. Thomas, (second paper).

MARCH 17.—Annual meeting. “The Indians of the United States,” Dr. Woolverton. Reports presented. Officers elected:—Hon. Pres., Sir John Carling; Pres., Dr. Campbell; 1st Vice-Pres., Mr. Jas. Egan; 2nd Vice-Pres., Miss Priddis; Sec., Mrs. Gahan; Asst. Sec., Miss Mitchell; Cor.-Sec., Dr. English; Curator, Dr. Woolverton; Treas., Mr. H. Macklin; Directors, Rev. J. G. Stuart, Messrs. Talbot Macbeth, F. Leonard, John Dearness, C. B. Edwards, and Mesdames, Fraser, Macbeth and Dearness.

APRIL 21.—“The Poetry of Dr. W. H. Drummond,” by Prof. Tamblyn, Western University.

MAY 17.—“The Battle of the Longwoods,” by Mr. J. I. Poole, of Comber.

OCT. 20.—“Municipal Progress,” by Mr. G. R. Patullo, of Woodstock.

NOV. 17.—“The Verse Writers of the County—Robert Elliott,” by Mr. John Dearness.

DEC. 15.—“Recollections,” by Mr. Arthur Sydere, of Toronto.

1904

JAN. 19.—“Early Anglican Missions in Canada,” by Archdeacon Richardson.

FEB. 16.—“The Making of Ontario,” by Mr. C. C. James, Toronto.

TRANSACTIONS OF THE SOCIETY

- MARCH 15.—Annual meeting. Officers elected: President, John Dearness; 1st Vice-Pres., Dr. English; 2nd Vice-Pres., Miss Priddis; Curator, Dr. Woolverton; Rec.-Sec., Mrs. Gahan; Asst.-Sec., Miss Mitchell; Cor.-Sec., F. Lawson; Treas., H. Macklin; Directors, Messrs. Pearce, Leonard, Talbot Macbeth, Edwards, A. Stewart, Dr. Campbell, Dr. Roome, Rev. J. G. Stuart, and Mesdames Fraser, Dearness and Cannell.
- APRIL 19.—“The Talbot Settlement,” by Judge Hughes, of St. Thomas. “The pioneers of Lobo,” by D. J. Campbell.
- MAY 17.—“The settlement of Hyde Park,” and “The Mackenzie Family,” read by Mrs. Gahan; “Laura Secord,” by Mr. Frank Lawson.
- OCT. 18.—“The Stevens Family,” by Mr. A. McQueen; “Relation of the Bureau of Archives to Historical Societies,” by Mr. J. Fraser, Provincial Archivist.
- NOV. 15.—“The British Flag,” by Miss Priddis; William Percival’s Recollections,” read by Miss Burgess.
- DEC. 20.—“Our Militia,” by Mr. A. McQueen.

1905

- JAN. 17.—“The Pioneers of North Middlesex,” by Mr. W. Matheson, of Lucan.
- FEB. 21.—“Aboriginal Characteristics and Civilized Parallels,” by Mr. David Boyle, of Toronto.
- MARCH 21.—“The Boundaries of Canada,” by Mr. McVicar, of London; “Our Militia,” by Mr. A. McQueen (second paper.)
- APRIL 18.—Annual meeting. “The township of Biddulph,” by Mr. W. W. Revington, of Mooresville. Societies’ prizes awarded, and papers read: 1st, “Township of Biddulph,” by W. W. Revington; 2nd, “John Blair,” by Alex. Blair Gray, of Komoka; 3rd, “Francis Nichol,” by Mabel Nichol; 4th, “Adam Telfer,” by Rita Telfer. Officers elected: The same as last year, except Directors, who are Dr. Campbell, Mr. McVicar, Dr. Tamblyn, Mrs. Fraser.
- MAY 16th.—“Origin of the Names of London Streets,” by Miss Priddis.
- OCT. 10.—“Australia,” by Mr. J. S. Larke, Government Commissioner.
- OCT. 17.—“The Union Jack, and the Canadian Coat of Arms,” by Mr. Casselman, of Toronto.
- NOV. 21.—“Canadian Autonomy,” by Mr. Alex. Stuart.
- DEC. 19.—“Scenes in Europe,” by Mr. Frank Lawson, and Mr. A. W. Fraser.

TRANSACTIONS OF THE SOCIETY

1906

FEB. 19.—“Cobalt and New Ontario,” by Mr. M. Parkinson, of Toronto.

MARCH 20.—Annual meeting. Officers elected: President, Frank Lawson; 1st Vice Pres., F. Leonard; 2nd Vice Pres., Mrs. A. W. Fraser; Curator, Dr. Woolverton; Rec. Sec., Miss Mitchell; Cor. Sec., C. B. Edwards; Treas., H. Macklin; Directors, Dr. English, Dr. Campbell, Messrs. Pearce, Vining, Dearness, Fraser, and Mesdames, Brickenden, Gahan, Priddis and Cannell.

APRIL 17.—“Indian Relics,” by Dr. Woolverton.

MAY 17.—“The Canadian Rockies,” by Mr. F. E. Leonard.

OCT. 16.—“The Extermination of the Neutrals,” by Mr. J. Dearness. Tablets ordered to be placed on first house in London.

NOV. 20.—Miscellaneous papers by different members.

DEC.—“David Glass, ex-Mayor of London,” by Mr. Frank Glass.

1907

JAN. 28.—“England in the Last Century,” by Rev. J. Spence.

FEB. 19.—“The Indian Mutiny,” by Mr. Saint Sing.

MARCH 26.—“Senator Elijah Leonard,” by Mr. Cottam.

APRIL 23.—Annual meeting. Tablets ordered on guns in Victoria Park. Officers elected: President, Frank Lawson; 1st Vice Pres., F. E. Leonard; 2nd Vice-Pres., Mrs. A. W. Fraser; Sec., Miss Mitchell; Asst. Sec., Douglas Wright; Cor. Sec., C. B. Edwards; Treas., H. Macklin; Curator, Dr. Woolverton; Directors, Dr. Campbell, Dr. English, Mr. J. Pearce, Mr. J. Dearness, Mr. A. W. Fraser, Miss Cannell, Miss Price, Mrs. Brickenden, Mrs. Gahan.

MAY 17.—“The Pioneers of Pond Mill,” by Mr. Elliott Grieve.

NOV. 19.—“An evening with Ruskin,” by Miss A. Bartram and Mr. Frank Lawson.

DEC. 17.—“Rudyard Kipling,” by Mr. Irwin.

TRANSACTIONS OF THE SOCIETY

1908

JAN. 21—"Career and trial of Townsend," by Dr. Woolverton.

FEB. 18—"Three days on the Niagara frontier," by Mr. James Sheppard, of Queenston.

MAR. 17—"Reminiscences of Early School days of London East," by Mr. W. D. Eckert.

APRIL 28—Annual meeting. "History of the Baconian Club," by Mr. C. C. Jarvis. Annual reports read. Officers elected: Pres., Henry Macklin; 1st Vice Pres., A. W. Fraser; 2nd Vice Pres., Mrs. Brickenden; Curator, Dr. Woolverton; Cor. Sec., C. B. Edwards; Rec. Sec., Florence A. Mitchell; Treas., Mr. Dearness; Auditors, J. S. Pearce and A. W. Fraser. Executive Committee, Miss Macklin, Dr. Campbell, Miss Priddis, Mrs. Gahan, Miss Cannell and Frank Lawson.

The Founding of London

READ BEFORE THE LONDON AND MIDDLESEX HISTORICAL SOCIETY BY CL. T. CAMPBELL, M.D., OCTOBER THE 24TH, 1902

The earliest inhabitants of Western Ontario of whom history gives any record were aborigines known to us as the Huron-Iroquois. Their ancestral race originated in a hole in the north bank of the River St. Lawrence. At least, their traditions have so stated, and that is about as definite and satisfactory as many traditions of other races which are popularly accepted as historical facts. But it seems certain that at an early period a race existed in that locality which, owing to dissensions, separated into two divisions before the arrival of the first white men, which were to become known as the Hurons and the Iroquois. The former migrated to the region north and west of Toronto; the latter to what is now New York State. Another branch, the Attiwandaras (or Neutrals as they were termed by the French), occupied the southern part of the Western peninsula from Niagara to Goderich.

The Indians of the Huron-Iroquois race were of a superior type. They were an intellectual people, fluent in speech, wise in counsel, daring in battle. Had they been hemmed in by geographical limits they might easily have developed a civilization equal, if not superior, to that of the Aztecs of Mexico. But with a wide expanse of country over which they were free to roam, they kept to the primeval state of hunters and warriors, and advanced no further than had the inhabitants of Europe in the Stone Age.

The old dissensions which had divided the original race into the Hurons and Iroquois continued in a struggle which was to have no end until the one had practically exterminated the other. For a long time the Attiwandaras of our locality succeeded in maintaining a position of neutrality. The early French explorers estimated them at about 12,000 people, settled in some 36 fortified villages, many of which became the sites of early mission enterprise. All through this section of country, in Middlesex, Perth, Oxford, Elgin and Kent, traces have been found of these villages. Probably the nearest to the site of London was located on lot 20, con. 4, of London township, on the property of one of the members of this society, Mr. Shaw-Wood. The remains show an ideal fortified village,

THE FOUNDING OF LONDON

romantically situated on a high plateau overlooking the Medway and one of its tributaries, and enclosing between earthworks a space of three or four acres. About the middle of the 17th century, however, the conquering Iroquois swept over this country; defeated the Neutrals, destroyed their villages and turned the land into a hunting ground for beaver.

The first white men who occupied Western Ontario were the French priests. When Champlain came to Canada on his seventh voyage, he brought with him four Recollet missionaries. One of number, Father Le Caron, at once started up the Ottawa River, and across to Lake Nipissing and the Georgian Bay and Champlain, following in a few months, found him attempting to preach through an interpreter, at a village not far removed from where the town of Orillia now stands.

Later missionary enterprises followed on a more extensive scale, principally in charge of the Jesuits. The first members of this Order came to Canada in 1623, but it was in 1640 that Fathers Brebeuf and Chaumont established the first missions in our section. Reading their records in the "Jesuits' Relations," it is difficult to locate precisely the different villages in which they set up the altar of their worship. They did not trouble themselves about questions of latitude and longitude, and we can only trace their travels and their stopping places in the interior of the country by circumstantial evidence. As nearly as we can estimate the nearest missions to London prior to 1650 were Notre Dame des Anges, near Brantford; St. Joseph's, somewhere in Kent county; St. Michael's, north-east of Sarnia, and St. Alexis', some distance south of London. Mr. Coyne, the president of the Ontario Historical Society, thinks he has definitely located the latter at the site of some village ruins in the township of Southwold. In their labors of love, these pioneer missionaries deemed no sacrifice too great; they lived in poverty and discomfort; they often suffered cruel tortures; and many died the martyr's death—each one counting himself happy if in his life he was able to uphold the Cross and convert a single soul before he died.

Meanwhile the voyageur and explorer were not idle. La Salle, Joliet, Nicollet, Hennepin, Marquette, and others—some priests and some laymen—were wandering westward and mapping out the land. At first the line of travel was up the Ottawa, and across to Lake Huron and Lake Superior. But in 1669 La Salle joined with two Sulpicians—Dollier de Casson and De Gallinee—in an expedition up the St. Lawrence to Lake Ontario. Reaching Burlington Bay they took an overland route, until at the Ouse, or Grand River, they met Joliet, who had come down from Lake Superior. Here La Salle was taken ill and had to return. But Dollier went down the Grand River to Lake Erie, wintered at Long Point,

THE FOUNDING OF LONDON

then skirted the lake in springtime till he reached Detroit, and from thence to Sault Ste. Marie. He took formal possession of this western peninsula in the name of France, and a rude map of the new territory, prepared by De Gallinee, was sent to the King.

Ten years later La Salle built a small vessel (La Griffon) at the mouth of the Cayuga creek, ten miles north of Buffalo, in which he sailed to Detroit and thence over to Lake Michigan. Returning laden with furs, La Griffon went down in a storm on the lake, and thus finished the brief career of the first ship which sailed the waters of Lake Erie.

The people of the English colonies were slow in following the French pioneers into the western lakes. Their first attempt was in 1686, when Major Patrick McGregor, with a party of thirty men, left Albany on a trading expedition. He went by way of Lake Erie, but meeting a superior force of French and Indians under Tonty, was taken prisoner. And this first English voyage to the lakes was also the last until after the conquest.

Meanwhile the Western Peninsula was traversed by trappers and traders, though no permanent settlement was made until Cadillac built a fort at Detroit, in 1701, almost in the centre of the present city, and Joncaire fortified Niagara in 1721. Temporary settlements had been made at both of these places as early as 1687. The general route of travel across the peninsula seems to have been by an Indian trail, which, beginning at Burlington Bay, branched off to Lake Erie by the Grand River, and to Lake St. Clair by the valley of the Thames. The only people who travelled along the banks of our river in those days, and whose feet may have crossed the site of our city, were the trappers collecting furs, and the Indians who varied their hunting expeditions by occasionally going on the war-path and collecting the scalps of their enemies instead of the skins of the beaver.

At this time the geography of the Western peninsula was but little known. The first map was that of Gallinee (1670). I cannot show it to you, but it only gave a rude outline of the coast, while inland was a terra incognita. I believe Farquharson's map (1684) indicates a river where the Thames might be. The earliest I can show you is that of Thomas Jeffrey, geographer to the King, published in 1672, which gives a tracing of a river without a name. Peter Bell's map, ten years later, calls the Thames the New River. But in all these early maps the size and course of the river was put down by guess work and no branches are shown. The report accompanying Bellini's map (1744), states that the river was known to the Indians as the Askenessippi, or antlered river. But as early as 1745 the trappers had dubbed it La Tranche (the cut, or trench). Who gave it the name of New River I do not know, but it was a

THE FOUNDING OF LONDON

name seldom used, and before the first house was built in London its present name had been definitely settled upon by Gov. Simcoe.

But a new era was about to dawn. On the 13th September, 1759, the British flag was unfurled on the Plains of Abraham, and the rule of France in Canada came to an end. Then followed the rebellion of the old English colonies, and the establishment of the United States, with the consequent emmigration of a large number of loyal citizens who were compelled to seek a new home under the old flag. In our peninsula they formed a number of little settlements in the Niagara district, along the shores of Lake Erie, and opposite Detroit, which gradually spread inward over the trail of the Indian hunter.

The British Government, ever careful of the rights of the aborigines, made treaties with them for the purpose of securing a legitimate title to the lands for the new settlers. Under one of these, dated May 22nd, 1784, the western peninsula was purchased by Great Britain, though some sections were subsequently vested in the Indians themselves, as in the case of the settlements on the Grand River and the Thames.

The earliest pioneers in our own vicinity located at Delaware. James R. Brown, of Edinburgh, who published his "Views of Canada and the Colonists." in 1844, and who received his information from some of the pioneers, tells how, shortly after the landing of the U. E. Loyalists in the Niagara district, a party of them left Ancaster for the West, with tobacco, whiskey, calico, knives and trinkets for the Indian trade. Striking La Tranche, about the present site of Woodstock, they took canoes and followed the river down past the forks and camped near the present village of Delaware, making it the headquarters of their traffic with the Indians. The location pleased them and they sent word back to their friends in Ancaster, some of whom speedily joined them, and the foundation of the first settlement was made.

Lord Edward Fitzgerald, whose romantic history has been written by Thomas Moore, passed over the trail of the Thames valley about this time on his way to Detroit, but he made no stop beyond a rest over night by the camp fire.

The addition of a large number of English speaking people to the population or what used to be French Canada gave rise to grave complications in the management of the colony; and it was deemed advisable by the British Government to divide it into two sections. Upper and Lower Canada, which was done by proclamation of the Governor, Lord Dorchester, on May 26, 1791. At this time the population of the new province of Upper Canada was about 20,000. There were villages at Kingston and Newark, and some small settlements along the shores of the St. Lawrence and the lakes, with scattered families in the interior.

THE FOUNDING OF LONDON

Col. John Graves Simcoe, the first Lieutenant-Governor of Upper Canada, had been an active participant in the war of the colonial rebellion, and had very strong feelings against the new republic of the United States. He expected another war before many years, and his first thoughts on receiving his appointment were in the direction of offensive and defensive measures against our neighbors. Judging from reports and maps which he examined at the Home Office, he was led to believe that La Tranche was a large river, extending well to the north-east, with only a short portage necessary to connect its waters with those of the Ouse, or Grand River. On his way to Upper Canada he made further investigations, and in a letter to the Colonial Secretary, the Hon. Henry Dundas, written from Montreal, on the 7th December, 1791, says: "I am happy to have found in the surveyor's office an accurate survey of the River La Tranche. It answers my most sanguine expectations, and I have but little doubt that its communications with the Ontario and Erie will be found to be very practicable, the whole forming a route which in all respects may annihilate the political consequence of Niagara and Lake Erie. . . My ideas at present are to assemble the new corps, artificers, etc., at Cataraqui (Kingston), and to take its present garrison and visit Toronto and the heads of La Tranche, to pass down that river to Detroit, and early in the spring to occupy such a central position as shall be previously chosen for the capital."

He spent the winter at Newark, and in his letter to the Colonial Office, written April 28th, 1792, he says: "Toronto appears to be the natural arsenal of Lake Ontario, and to afford easy access overland to Lake Huron. The River La Tranche, near the navigable head of which I propose to establish the capital, by what I can gather from the few people who have visited it, will afford a safe, more certain, and I am inclined to think, by taking advantage of the season, a less expensive route to Detroit than that of Niagara."

Still later on the 30th August, writing from Newark he announces his intention to establish himself in the spring following on La Tranche, and in a proclamation issued this year he christened our river the Thames.

The Governor did not settle here in the spring as he said he would, but he made a trip from Niagara to Detroit and back, starting on February 4th 1793. It required two months to make the journey, and there were no unnecessary delays on the road. His secretary, Major Littlehales, kept a diary of the trip, which was published some years ago in a pamphlet by Rev. Dr. Scadding, of Toronto. I understand that a portion of the original manuscript is in the possession of Mr. Shanly, of London.

Leaving Newark the Governor proceeded by way of St. Catharines (to use modern names), Hamilton, Brantford and Woodstock,

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crossing the Thames, and following a line south of London to Delaware. Here they took to the ice on the river for a few miles, thence through the newly established Moravian settlement to Dolson's, (near Chatham), and from there to Detroit by canoe. Returning he followed the same course back to Delaware, and on Saturday, the 2nd of March, came to the forks of the river. Here I may quote from the record :

"March 2nd. We struck the Thames at one end of a low, flat island, enveloped with shrubs and trees. The rapidity and strength of the current were such as to have forced a channel through the mainland, being a peninsula, and to have formed the island. The Governor wished to examine the situation and its environs, and therefore remained here all day. He judged it to be a situation eminently calculated for the metropolis of all Canada. Among many other essentials, it possesses the following advantages : Command of territory, internal situation, central position, facility of water communication up and down the Thames into Lakes St. Clair, Erie, Huron and Superior, and for small craft to probably near the Moravian settlement ; to the northward by a small portage to the waters flowing into Lake Huron ; to the south-east by a carrying place into Lake Ontario and the River St. Lawrence ; the soil luxuriantly fertile ; the land rich and capable of being easily cleared and soon put into a state of agriculture ; a pinery upon the adjacent high knoll, and other timber on the heights well calculated for the erection of public buildings ; a climate not inferior to any part of Canada. To these natural advantages, an object of great consideration is to be added, that the enormous expense of the Indian Department would be greatly diminished, if not abolished. The Indians would, in all probability, be induced to become the carriers of their own peltries, and they would find a ready, contiguous, commodious and equitable mart, honorably advantageous to the Government and the community generally, without their becoming a prey to the monopolizing and unprincipled trader.

"March 3rd—We were glad to leave our wigwam early this morning, it having rained incessantly the whole night ; besides, the hemlock branches upon which we slept were wet before they were gathered for our use. We first ascended the height, at least 120 feet, into a continuation of the pinery already mentioned, quitting that we came to a beautiful plain, with detached clumps of white oak and open woods, then crossing a thick, swampy wood we were at a loss to discover any track ; but in a few moments we were released from this dilemma by the Indians, who making a cast, soon discovered our old path to Detroit."

Analyzing these records in the diary, we should infer that the Governor, coming from Detroit, south of the Thames, struck the river at what is now called "the Cove." The stream had here made

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a sharp curve to the south, then west, then north, near where the curve began, thus forming a peninsula. During a heavy flood its waters had cut across the neck of the peninsula and formed an island. How long that was before the Governor's visit we cannot tell. Spending the night at the Forks, probably where the bowling club grounds are situated, he turned southward, climbing the high bank at the Ridgeway, or Becher street, which seems to have been covered with pines. Going south in order to strike the trail by which he had passed to Detroit the previous month, he found a plain with clumps of white oak, then a swampy wood, and finally came to the site of his former encampment on the 14th of February, which, as we learn from an earlier part of the diary, was at an Indian village, some four miles distant from two little lakes—presumably the ponds well known between the second and third concessions of Westminster. However as the diary does not give the latitude and longitude of the points mentioned on the journey, the direct line of march, or even the exact distances, his route can only be approximately calculated and not definitely fixed.

During the summer of that year the Governor sent Mr. McNiff to make a survey of the forks of the Thames, and on the 30th September, sending the report to Mr. Dundas he wrote: "The tract of country which lies between the river (or rather navigable canal, as its Indian name and French translation import) and Lake Erie is one of the finest for all agricultural purposes in North America, and far exceeds the soil and climate of the Atlantic States. There are few or no interjacent swamps, and a variety of useful streams empty themselves into the lake or river. . . . They lead to the propriety of establishing a capital of Upper Canada which may be somewhat distant from the centre of the colony. . . . The capital I propose to be established at New London."

The London district now began to fill up with settlers. The lands were surveyed, and extensive grants made, especially to officers and soldiers, and loyal immigrants. The Governor was anxious to have the country settled as rapidly as possible, and used every effort to encourage immigration. Among the grants made was one to Eb. Allen, in 1795, of over 2,000 acres, in the neighborhood of Delaware, on condition that he should erect a grist mill. This was commenced in 1797, on Dingman's Creek; but before he finished it Allen had to go to jail for counterfeiting. He seems to have been an energetic person but not an exemplary citizen. A post office was established at Delaware, with Dan. Springer for postmaster. This was, at the time, the only post office between Niagara and Detroit.

The principal settlement was on the shore of Lake Erie around Long Point. And when London district was organized, Turkey Point was made the seat of government, though court was held for

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a year or two at Charlotteville. The settlers erected a log hut to serve for judicial purposes. Court was held in the upper story, which was entered by a rough stairway outside the building. The lower floor served as a jail, but the only way they could keep a prisoner from leaving whenever he saw fit was to put a man on guard with a shotgun. The juries retired to consider their verdict in the seclusion of the shade trees outside. Col. Samuel Ryerse, who had settled at Long Point, was the chairman of the first board of magistrates, or judge in that circuit. Most of the grand jury presentments at this pioneer court were for assault and battery, and petty larceny, and the parties interested were frequently from Delaware, where Eb. Allen and his friends were active in providing business for the judiciary. The stocks, whipping post, and a pecuniary fine were usual forms of punishment. Among the cases on record we find, in 1800, Dan. McCall, jr., six shillings for swearing, the tariff being a shilling an oath. Luther Coolly had to pay £40 for selling liquor without a license. Paul Averill was mulcted in five shillings for Sabbath breaking; Peter Coombs, for larceny got twenty lashes at the whipping post. The court house was shortly after removed to Vittoria, which remained the judicial seat until the building was destroyed by fire in 1825.

The most extensive grant of land in this vicinity was made to Col. Talbot, who located not far from Port Stanley in 1803. He received at first only the 5,000 acres to which an officer was entitled; but this was supplemented by additional grants—Lord Durham's report says he received 48,500 acres. He acted, however, as a Government land agent, and received 50 acres for every 150 granted through him to an actual settler. In fact, there is no way of correctly estimating just how much land he did receive. North of London township, the Canada Company controlled the country; at the western extremity of the peninsula, Col. Baby had a large section, while east of London, Reynolds, Ingersoll and Nelles had extensive grants.

While the surrounding country was being settled, however, the tract of land around the forks of the Thames remained intact. That had been reserved from settlement for Governor Simcoe's capital. But the capital never materialized. That was not Simcoe's fault. Reading Canadian history casually one gets the idea that the Governor changed his mind and selected Toronto. As a matter of fact he remained true to his first choice. An examination of his correspondence with the Home Office shows this very clearly. I have given an extract from his letter to Mr. Dundas in 1793 enclosing McNiff's survey. October 23 of the same year he urges upon the imperial authorities the advisability of at once occupying London in the public interests, and in December he advises that the troops should be removed from Detroit—one-half to be located at Chat-

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ham, which he had selected for his future navy yard, and the rest sent to London.

A letter which he received from Dundas, dated March 16, 1794, shows that the Government approved of his ideas as to the future capital, and he was told the Governor-General, Lord Dorchester, had been instructed to raise two battallions, of 750 men each, and from these he would receive a sufficient detachment to garrison his proposed post on the Thames and his capital city.

In all his correspondence, up to the date of his removal from Canada, Simcoe persistently clung to the idea of founding his capital on the Thames. Even after buildings had been erected at York, or Toronto, for Government purposes he would only consider them as temporary works; and in one letter we find him suggesting that "should the seat of government be transferred to the Thames, the proper place, the buildings and grounds at York can be sold to lessen or liquidate the cost of their construction." (Letter to Portland, Feb. 27, 1796.) He left the country this year, and his successor in the administration, Peter Russell, inherited his views, speaking in his reports to England, of York as "the temporary seat of Government." Finally, Portland, in Sept. 1797, gave him distinctly to understand that the matter was settled, and that "the selection of York has been made on mature reflection."

The trouble was that Simcoe was only Lieutenant-Governor of Upper Canada, while Lord Dorchester was Governor-General of the entire colony, though Simcoe had great difficulty in realizing his subordinate position. He was in the west and thought he knew the requirements of his own province; but Dorchester, who lived in Lower Canada could not see the wisdom of placing the capital of Upper Canada so far away, and preferred to have it in a place more accessible by water from Montreal and Quebec. So he decided on York, and the Home Government very naturally accepted the view of their chief officer in the colony. But Londoners may well bear in grateful recollection the first Governor of our province, who could see no place to equal "Georgina-upon-the-Thames," as he was once inclined to name it, or London, as it has ever since been known.

The name "London" was connected with this locality at an early period in the history of the country. At first it applied only to a town on paper. It was soon definitely attached to a section of the country. In 1788, Lord Dorchester divided Upper Canada into four districts, named from west to east, Hesse, Nassau, Mecklenberg and Lünenberg. A few years later (1792) this intensely German nomenclature was dropped by Governor Simcoe, and they were called Western, Home, Midland and Eastern. Subsequently there was a re-arrangement. Thirty-eight, Geo. III., chap. 5, passed in 1799, divided up the province into nine districts—Western,

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London, Gore, Niagara, Home, Midland, Newcastle, Johnston and Eastern. These districts were sub-divided into counties, or "circles," though the latter title appears to have been used only in some official documents. Sec. 36 of the act gives the county of Middlesex as made up of the townships of London, Westminster, Dorchester, Yarmouth, Southwold, Dunwich, Aldboro and Delaware. In 1821, Lobo, Mosa, Ekfrid and Caradoc were added to Middlesex, and McGillivray and Biddulph in 1865. But the southern townships had been formed into the county of Elgin in 1852.

Townships at first were numbered, but names soon took the place of numbers, and the one laid out at the forks of the Thames and north of its south branch was called London. By the act, 33, Geo. III, chap. 2, provision had been made for the election of officers. A high constable was first appointed by the Court of Quarter Sessions. It was made the duty of the constable to summon the householders and ratepayers to meet at a convenient place and elect a clerk, assessors, collector of taxes, overseers of roads and poundkeeper. Two wardens were to be appointed, one by the people and one by the clergy. The treasurer was appointed by the Court of Quarter Sessions. The control of municipalities was at this time largely in the hands of the Legislature, and it was not until 1841 that they were allowed any extended measure of home rule.

But the site of the Governor's capital was not handed over to settlement. All around it farms were being located and land occupied, but between the forks remained as it appeared to the first white visitor. What it looked like we may learn from George Heriot, Dep. Postmaster-General of B. N. A., who saw it about 1807, and wrote of it in his "Travels Through Canada." Coming eastward from Detroit, up the valley of the Thames, he describes the scenery. After passing the proposed site of Chatham and the Moravian settlement, he goes on to say: "In proceeding upward, the sinuosities of the river are frequent, and the summits of the banks rather elevated, but not broken. On either side are villages of the Delawares and Chippewas. Somewhat higher up at the confluence of the two forks of the river, is the site of which Governor Simcoe made choice for a town to be named London. Its position with relation to Lakes Huron, Erie and Ontario is central; and around it is a fertile and inviting tract of country. It communicates with Lake Huron by a northern or main branch of the same river and a small portage or carrying place. Along the banks of the Thames are now several rich settlements, and new establishments are every week added to this as well as to other parts of the neighboring country by the immigration of wealthy farmers from United States. On the east side of the forks, between the two main branches, on a regular eminence, about forty feet above the

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water, there is a natural plain, denuded of wood except where small groves are interspersed, affording in its present state the appearance of a beautiful park, on whose formation and culture taste and expense have been bestowed."

The war of 1812-15, though it moved over the western peninsula, found London still the natural park that Heriot described, and left it unstained by blood of friend or foe. A sharp skirmish occurred a few miles west. Lt.-Gov. Sir Gordon Drummond had established a military post at Delaware, and from it a sortie of 240 men, under Lieut. Bladen, was made against a U. S. post at Longwoods, on March 3, 1814. Our troops did not succeed in capturing the post attacked, but the U. S. commandant evidently found the neighborhood too warm for comfort, and retreated to Detroit. The Delaware post was strengthened during the summer by the addition of some light infantry and a party of dragoons, but there was no more fighting.

At the close of the war the surrounding townships began to fill up more rapidly with settlers. What is now Middlesex had been generally surveyed and lands granted. The earliest settlers in Middlesex and Elgin were doubtless those who came through the instrumentality of Col. Talbot. Here are a few of the names:—Daniel Springer, R. B. Bringham, Timonthy Kilbourn, Joseph O'Dell, Andrew Banghart, Seth Putnam, Mahlon Burwell, Jas. Nevills, Jacobus Schenck, Leslie Patterson, Sylvanus Reynolds, Wm. Orr, Henry Cook, Samuel Hunt, Richard Williams, Peter Teeple, John Aikens, Maurice Sovereign, Henry Daniels, Jas. Smiley, Abraham Hoover.

Westminster had been surveyed by Watson in 1809-10, and we find the Odells there in 1810, Norton in 1810, and Griffith and Patrick in 1812. Geo. Ward purchased land from the Indians in 1810. His name is familiar to us in connection with Wardsville. About the same time A. McMillan settled in Byron. Nissouri was surveyed in 1818, and its settlement began with the McGuffins, Vinings, Hardys, and Scatcherds.

Prior to 1818 London township had very few families, but in that year a large addition was made. Richard Talbot, an Irish gentleman, received a large grant from the Imperial Government, a condition being that he should bring out at least sixty adults. To ensure the stability of the new settlement, each man was required to advance £50, which was to be returned to him as soon as he had built a log house. On the way out some dropped from the ranks at Kingston, but about forty families came to London. Among them were:—Richard Talbot, John and Edward Talbot, Wm. Gerrie, Thos. Brooks, Peter Rogers, Thos. Guest, Frank Lewis, Benjamin Lewis, Wm. Haskett, Wm. Mooney, Wm. Evans, Wm. O'Neil, Edmund Stoney, Jos. O'Brien, Geo. Foster, Thos. and

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Jas. Howay, John Phalen, Jos. Hardy, John Grey, Robt. Keays, Robt. Ralph, John Sifton, Thos. Howard.

Probably the nearest settler to the site of London was John Applegarth, who about 1816 commenced cultivating hemp, an industry which was at that time encouraged by money grants from the English Government. He located on a ridge east of Mount Pleasant Cemetery, and built a log cabin. He was not very successful, however, and shortly after moved south to the neighborhood now occupied by Mr. A. C. Johnstone, and his deserted cabin fell into the occupation of some squatters. There was no bridge over the river at this time, but a canoe ferry a short distance below the forks served the purpose of communication.

During this period the official centre of the London district was off to one side at Vittoria, about six miles south of the present town of Simcoe, and fifty miles in a straight line from the Forks. A court house had been erected in that village, and the district school was also located there. It had been started at Charlotteville in 1807. John Mitchell, who had come from Scotland to act as tutor for Col. Hamilton's children, secured two lots and in a small building opened the school. It was removed to Vittoria shortly after. Mitchell was made a judge in 1819, and remained on the bench until 1844.

Great inconvenience was experienced by the residents of the district in their enforced attendance at Vittoria. They had now reached a very respectable number. Gourlays statistics, in 1817, places them at 8,907, while Fothergill's record in 1825 showed an increase to 12,351. The roads were not of the best. By an act passed in 1793 every settler was required to clear a road across his own lot, but as crown lands and clergy reserves came between lots, the road often began on one side of a man's farm and ended on the other. Of course there was the Government road running westward from York which had been originated by Gov. Simcoe. Col. Talbot was also engaged in constructing Talbot street through his own settlement. But the facilities for travel were primitive at the best. And when the court house in Vittoria was burned in 1825, the people of Middlesex made a vigorous effort to remove the headquarters of the district to a more convenient locality. Especially persistent in their labours to this end were Chas. Ingersoll and Peter Teeple, of Oxford; M. Homer, of Blenheim; Dan Springer, of Delaware, and Ira Schofield, of London township—leading merchants and magistrates of this section. They were determined, if possible, to have the seat of government transferred from Vittoria to London; and though they met with considerable opposition, especially from the southern townships, they were finally successful.

On the 30th January, 1826, an act was passed by the Provincial Parliament (7 Geo. IV., chap. XIII.) "to establish the district town

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of London in a more central position." After reciting the burning of the court house in Vittoria, and noting the inconvenient location of that place for the business of the district, it declares that "It is expedient to establish the district town at the reservation heretofore made for a town near the forks of the River Thames, in the townships of London and Westminster," and orders that "the Court of Quarter Sessions for the Peace, and the district courts in and for said district, shall be holden and assembled within some part of the reservations . . . so soon as a jail and court house shall be erected thereon," and in the meantime at such a place as the sheriff may appoint.

The original reservation made by Simcoe appears to have extended to the 3rd con., London, north of London West, and south to the present southern limit of the city in Westminster, all the lots in this space having been laid out in park lots. The grants to settlers in the vicinity however, incroached somewhat on the the limits of the reservation.

Another act passed at the same session (Chap. XIV.) makes provision for the survey of the town and the building of the court house. The first section provides that "a town shall be laid out and surveyed under the direction of the Surveyor-General within the reservation heretofore made for a town, near the Forks of the Thames, in the townships of London and Westminster, in the county of Middlesex, in the said district of London, and a plan thereof shall be furnished by the said Surveyor-General to the Commissioners hereinafter named ; and in the said plan or survey a tract or space of not less than four acres shall be designated as reserved for the purpose of a court house and gaol."

Section 2 appoints Hon. Thos. Talbot, Mahlon Burwell, James Hamilton, Charles Ingersoll, and John Matthews, of Lobo, as commissioners for erecting the court house and jail.

Section 3 authorizes the justices of the peace to levy by assessment on every inhabitant householder in the district an additional rate of one-third of a penny in the pound to defray the cost of building.

Section 4 gives the commission power in the meantime to borrow not more than £4,000, at interest not exceeding 6 per cent.

Section 5 requires the commissioners to meet at St. Thomas on the first Monday in March, 1826, and organize by the election of a president and secretary.

The first step taken under the acts above cited was the appointment of Mr. Mahlon Burwell to make the survey of the proposed town. The plan in the Crown Lands Department, Toronto, a copy of which I have here, shows that it contained about 240 acres. The river formed the southern and western boundaries of the town ; to the east it extended as far as Wellington street ; on the north it

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was bounded by North street, or Queen's avenue, as it is now called. North street, however, did not run in a straight line. A short distance west of Richmond the line of survey turned south-west, striking what is now Carling street, about where the police court stands, and running from thence direct to the river. This was owing to the fact that the land to the north-west of this jog was part of the Kent farm, which extended westward over the river. The land along the river bank was not surveyed into lots, but was left as a strip of meadow surrounding the town plot on two sides, and varying from one to six chains in width. It is evident from an inspection of the map that there were a number of small streams in the locality, all signs of which have long disappeared. The most important commenced on York street, probably beyond the town boundary, and running south and west emptied into the river near the foot of Bathurst street. It was subsequently converted into a covered drain which the older property holders of that section can well remember.

In selecting names for the streets, the surveyor chose some well known to the people of the colony at that time. North and South streets apparently marked the boundaries of the town in those two directions; while Thames street was but a proper compliment to the river that ran near by. Loyalty was satisfied by naming one street King, and giving two others to members of the royal family—the Dukes of York and Clarence. Dundas, Bathurst, Horton and Grey were so called after British Ministers whose departmental duties had brought them into frequent contact with Canadian affairs. The Duke of Wellington was complimented by having one street named for him; and another (Hill) for his mother. Simcoe street kept in memory the name of the first Lieut.-Gov. of Upper Canada; while the name of a popular Governor-General, the Duke of Richmond, whose sad death from hydrophobia in 1819 created a melancholy interest throughout the country, was given to what is now one of our leading thoroughfares. Two streets were named after local celebrities—Col. Talbot, the uncrowned king of the county; and Thomas Ridout, Surveyor-General of Upper Canada, or possibly his son, equally well known in London.

The first man to move into the new town was a Scotch tailor, Peter McGregor, who came in from the neighborhood of Byron and took up a lot (21, S. King) on which he erected a little shanty to serve the purpose of a hotel. He wanted to be on hand to provide for the comforts of the London pioneers; though the first provision seems to have been little more than a jug of whisky on the stump of a tree at the front door. His wife, formerly a Miss Pool, of Westminster, was an energetic, bustling woman; and developed the hotel business as rapidly as she could—though for some time the accommodation was limited, and when there was an influx of

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visitors at the first courts holden in the town, most of them, we are told, had to go some three miles to Flannigan's to find shelter. This first house built in London was situated on the south side of King street a short distance west of Ridout.

McGregor did not obtain a patent from the Crown for some years—the record in the registry office giving the date as July 25, 1831. It was the lot on which now stands the Grand Central Hotel. The first lot patented was by J. G. Goodhue, the pioneer merchant, who received his deed for lot 20, N. Dundas street (being half an acre on the corner of Dundas and Ridout streets) on September 11, 1830. He had, however, commenced business before that date, in fact he seems to have opened his store in 1826—the same year in which McGregor arrived. Other lots were rapidly taken up and a number of settlers made the new town their home.

The commission appointed to attend to the erection of the Court House met in St. Thomas in March 1826, and commenced their work as speedily as possible. The plan of the building is said to have been an imitation of one of the baronial homes of Great Britain, and was adopted more as a compliment to Col. Talbot than with any view to public convenience. At first, a temporary building was constructed on the north-west corner of Dundas and Ridout streets, and in this the first court of Quarter Sessions was held January 9, 1827, Col. Ryerse being chairman of the bench of magistrates. It was scarcely completed before it was required. Thomas Pomeroy, a sheriff's officer was murdered, and his murderer tried, found guilty, and hung in three days after sentence was pronounced. It was not convenient to keep a prisoner any length of time in these primitive jails.

In the Gore Gazette, of July 31, 1827, a paper published by Geo. Gurnett, Ancaster, appears a letter from a traveller who had visited London during the holding of a court, and who tells a very amusing story of a trial for assault made by a little Irish pensioner on a big Yankee from Delaware, who had offended the loyalty of the Irishman by some insulting remarks, and received a blow on the mouth which knocked out some of his teeth. The fiery pensioner was defended by Mr. Tenbrock in an eloquent speech, and being found guilty was sentenced to a fine of one shilling. The writer says :

"I was much pleased with the delightful situation of the town, commanding as it does a most extensive view of the richest, most fertile and most thickly settled part of the province, as well as a delightful prospect of both branches of the picturesque River Thames. The new court house, which is to be a fine building in the Gothic style, 100 feet long, 50 feet wide and 50 feet high, having an octagon tower, fourteen feet in diameter at each of its angles, is now building by Mr. Edward, an architect of first rate ability. The

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house in which the law courts are now held is a building erected by subscription, and eventually intended for the district school-house."

The new court house was built by Mr. John Ewart, of Toronto. Thomas Park, father of the late Police Magistrate, was his foreman, or partner, and had charge of the work. He became a citizen of the new town. One of the employees was Robert Carfrae, whose widow died on Carfrae street a few months ago. The brick for the building, as I am informed by Hon. Freeman Talbot, was manufactured by a Toronto man, Wm. Hale, who also became a resident of London. There were two brickyards—one at the rear of the present Robinson Hall, and the other in London West on land subsequently belonging to Walter Nixon.

As soon as the court house was completed the temporary building was converted into a schoolhouse, according to the original intention, and Peter Van Every, jr., who had been acting as jailer, became the first schoolmaster. The early teachers in Upper Canada, it is said, were largely recruited from the ranks of retired soldiers and were mostly Irish. I am not sure whether Van Every was an Irishman or not; his name is not good Irish at all events.

The construction of the court house definitely marked the founding of London; though at first it was not a distinct municipality, and its officials exercised their authority over a larger tract of country than the few acres of which the town was composed. Of the first settlers some like Park, and Carfrae, and Hale, came in connection with the building of the court house. Some, like John Tenbrock, a lawyer, who came from Long Point, to practice in the courts. Others came to London as a suitable place from which to supply the wants of the people of the surrounding country, at that time the most important element in the population of this section.

Peter McGregor's little pioneer hotel soon took second place, for in 1828 Abraham Carrol built the Mansion House on the North side of Dundas street, east of Ridout, a more pretentious establishment, and one which provided ample accommodation for the travelling public for many years. Mr. Goodhue's store was the general emporium which supplied the material needs of the community as well as any of our modern departmental stores. Rev. E. J. Boswell came as a Church of England clergyman in 1829, though Rev. Mr. McIntosh, of Kettle Creek, held occasional service before that date. Mr. Tenbrock was the pioneer lawyer, and Dr. R. Chisholm the first physician.

The first officials, as near as I can find were the following:—Sheriff, Daniel Rappalge; Judge, Jas. Mitchell; Clerk of the Peace, John B. Askin; Deputy Clerk, Wm. King Cornish; High Constable, John O'Neill; Jailer, Samuel Park; Court Crier, Gideon Bostwick; Registrar, Mahlon Burwell; Treasurer, John Harris.

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For the first few years London did not seem to grow very rapidly, though all circumstances were radiant with hope for its future. Andrew Picken's book, "The Canadas," published in England in 1832, has this to say of it, as it appeared in 1829 :

"London is yet but inconsiderable ; but from its position in the heart of a fertile country is likely to become of some importance hereafter, when the extreme wild becomes more settled. The town is quite new, not containing above forty or fifty houses—all of bright boards and shingles. The streets and gardens are full of black stumps, etc. They were building a church and had finished a handsome Gothic court house."

But my subject requires me to go no further than the surveying of the town and the building of the court house, which definitely marks the founding of London. Seventy-six years have passed since then, and in that space of time it has grown in area from 240 acres to 4,478. The population represented by Peter McGregor and his wife has increased to about 40,000,* and the assessed value has advanced from the nominal sum for which 240 acres could have been purchased in Western Ontario in 1825, to over eighteen and a half millions of dollars. I have but given the introductory chapter ; I leave it for others to record the history of the past seventy-six years of London's prosperous growth, from a town on paper to a beautiful and prosperous city.



* NOTE—In 1908 the population exceeds 50,000
“ assessment “ \$25,500,000

The Pioneers of Middlesex

AN ADDRESS BY SENATOR SIR JOHN
CARLING, K.C.M.G., NOVEMBER 17TH, 1902

Mr. President, ladies and gentlemen, I am very glad indeed to be present to-night, and to thank you for the honour you have done me in electing me as your Honorary President.

I can assure you that it will give me great pleasure indeed to do anything I possibly can to further the objects you have in view, in giving the history of this part of Canada in which I have lived so long, and happen to know a great deal about, and shall only be too glad on any occasion to assist in gathering information that will be useful to the Society.

I may say, ladies and gentlemen, that as one who was born in the township of London, about eight or ten miles north of here, now nearly seventy-four years ago, I remember very well the hardships that the people of that day had to put up with. I remember hearing my father giving the history of his life in Canada. Starting from Hull in England in 1818, he came to Montreal. He came in a vessel or sail-boat to Montreal, and then came up the river on what they called a Durham boat; and they had to push these boats all the way from Montreal to Kingston. They had no vessels on the St. Lawrence at that time, because they could not go over the rapids.

My father then walked from Kingston to Cobourg; remained in Cobourg all winter, and then walked from Cobourg to Toronto in the spring of 1819. Toronto was then called Little York or Muddy York. He took a vessel from Toronto across to Niagara—a schooner was then crossing the lake. He then walked from Niagara Falls to Colonel Talbot's in the county of Elgin, eight or ten miles west of St. Thomas. There was no other way of getting along at that time except walking. He went to Colonel Talbot's and drew one hundred acres of land, about eight miles north of this city; and the condition of the grant was that he should clear so many acres, and erect a house on the land. When you had done this you were entitled to your patent, or your deed, for which you had to pay eight pounds sterling.

The Government of the day never forced the payment of the land, so long as a settler complied with the conditions of building and clearing, and some did not pay for the land for twenty, forty or

fifty years afterwards. The Government was only too glad to have settlers come and live in the country, and improve it. One would hardly believe the hardships they had to put up with, and the work they had to do to clear their land, and to try to improve the country and bring it to the condition in which it is now.

I mention my father's name because he was only one of hundreds of others. I remember so well what he said of the trials he had to put up with, and I am going to take the liberty of giving you some description of those hardships.

My father settled on the eighth concession of the township of London. He got his piece of land and he commenced to clear it; and the first thing to do was to put up a small log cabin, and cut down trees, and get the neighbors to help. The settlers were all very kind to each other, and if any house was to be built, or some house raised, they would come and join in and help the new arrivals. My father cleared a piece of land, cutting down the large trees; and built a small shanty of logs. They split wood to make shingles, (they called them clap boards in those days), and they put on the roof of the building with these clap boards. Often in the winter time, I have heard my father say, the roof was so open that in the morning his quilt and his face would be covered with snow.

The next thing a settler had to do was to try and get a wife. Of course, you know a man living in the bush like that would find it a very dreary life and so he would try and get a woman or a young lady to come and join him in the hardships he had to endure. At that time it was not very easy to get a wife, so I have been told, and when you had secured the good wishes of the lady, you had difficulty in getting the marriage ceremony performed. There were no clergymen in those days in that district. They did not come to this part of the country for years afterwards, and if you were about to be married you had to see a magistrate. A Magistrate was the only one who had authority to marry; and there were very few of them in those days. There was one in our section by the name of Schofield, and in order to succeed in getting him to marry a young couple, it was necessary to put up notices in three different places,—one on a mill door, another on a distillery door, and another was to be put up on a large tree on the cross roads; so that anyone going along should know that a certain couple were to be married, and if they had any objections they were to come forward to this Magistrate and declare them. If you would not mind I should like to read to you a copy of one of the notices that was put up at that time. Here is a copy of the notice that was issued in 1821. I may say, no dissenting Minister could legally unite in the bonds of wedlock parties intending to become man and wife; and if there was no Episcopal clergyman living within fifteen miles a Justice of the Peace had to officiate. The publishment, however,

was requisite before any other step could be taken. The intending groom then went before His Worship and demanded the important document, which ran thus :

"I, Ira Schofield, Justice of the Peace, legally qualified, do hereby notify the public that I intend, on the 6th day of May, to unite in marriage Mr. A. D., of London township, to Miss C. D., of Lobo, you and each of you, who read this document, are hereby required to come before me at my office, situated on Lot No. 4, in the 5th con. of London, on or before the first day of May next, and give me some legal reasons, if any there be, why the aforesaid parties can not be united in the holy bonds of wedlock. Otherwise forever hold your peace."—Ira Schofield.

Now, as I have said, the law required this document to be posted in three different places,—a mill door, a distillery house door, and a large tree at the cross roads. I might say these publications were frequently posted with the blank side out. Now I can only tell you that my father had to put up the notice like this on the mill-house door, the distillery door, and a large tree. I was not aware of this until a few years ago. I was out at the 4th con., near where Mr. Perrin lives, and my father pointed out to me where the tree was that he put the notice on in 1821. The tree was not there at that time.

There was a small store kept by a man by the name of Jetty, just across the creek opposite Mr. Perrin's. Emigrants coming in had no roads to follow ; they followed blazed paths. Surveyors were busy making surveys and making paths so that people could see their lands ; and they followed blazed trees for that purpose. They followed the winding of the river, and they would follow these paths until they came to the part of the township where their land was situated. This man Jetty kept the store ; and my father pointed out to me, that was the point where he put the notice on the tree.

At that time it was very difficult to get from one place to another. I have seen young men getting married who had to go a long way to see the clergyman. There were few horses in those days, and they had to come with oxen in a cart or sleigh ; and I have known them to go on horse-back. There were no side saddles, or saddles of any kind, for that matter ; but they would get a pad or sheep-skin, and strap it around the horse, and the young man would get on, and the young lady would sit behind, and hold on to the belt around the young man's body. And they would go five or ten miles in that way to get married. And I have seen people going into London to market in the same way. I have seen a man and his wife going in on horse-back, the lady sitting behind the gentleman and carrying their basket of butter and eggs to market. They had no carriages ; and they had no waggons ; and very few horses ; and

so that was about the only way they could get to market. These are some of the ways the people had to get on in those days.

The clearing of the land was the most difficult thing. They had to go right into the bush, to chop the trees into logs, and then make a pile of logs and brush and burn it. Sometimes they would have logging bees, and get ten or twenty neighbors to come with their oxen and logging chains; and they would roll up these logs into large heaps, perhaps twenty or thirty logs one after another, and let them stand for a few days, and then set fire to them and burn up the brush and the logs. Subsequently, they would gather the ashes; they would get a large hollow tree, and cut it five or six feet high, and fill it with ashes, and then put it in water and boil it down to make potash or black salts. That potash was about the only thing they could get money for in those days.

The Honorable Mr. Goodhue, who was one of the early settlers, had a small store out on Brick street, the only store there was in this section of the country. He was an American, a very intelligent man, and he bought up potash or black salts and shipped them from Port Stanley to the United States.

When I was a young lad, we had nothing like tea. The tea that we used, (and I would like it better now than a great deal of the tea we get,) was spearmint and peppermint. We would gather it in the fall of the year and put it in the loft to dry. We made our sugar from the maple tree, boiling the sap to make sugar; and then we would have plenty of good milk; and with the peppermint and maple sugar and milk we made very good tea, which we all enjoyed very much.

I might talk to you for two hours telling you of the hardships the settlers had to put up with. After you got your home up if you wanted something to live on there was plenty of game in the woods. There were deer, and wild turkey and partridges; and the streams were full of fish; so that if a man had a gun, (and nearly every settler had one,) he could go out almost any day and shoot a deer; and if they wanted a wild turkey they could shoot them by going some distance for them; while they could get plenty of fish from the streams.

There were hardly any mills at that time. One of the first mills was where the Water Works are now located. There was a spring that supplied the mill with water; and the farmers would go there with their corn to be ground. Mr. Schofield had a distillery opposite; and the farmers would come and wait there for days sometimes before they could get their corn ground. The force was not very great, and they had to do the best they could. They would have lively times while they were waiting—talking over matters and enjoying themselves very much. After the corn was ground, they would sometimes carry it on their backs. Occasionally

they would have a yoke of oxen, and throw the bags on the yoke ; and carry them that way through the bush. If the mill was not running something else had to be adopted ; and I have known my father to get a large stump and scrape it out like a mortar, and then get a pole and put in Indian corn in the stump and then keep pounding it with the pole until it was all broken up. When this was boiled up with milk, it made a food that was enjoyed very much.

We had no tailors or shoemakers or mechanics of any kind. The first mechanic that was known in this part of the country was a tailor by the name of Hessock. He lived in London East in later days. He was a good tailor. A man who could get a coat made by a tailor, or a pair of boots made by a shoemaker, was looked upon as a dandy—which he was when compared to the men who would have their feet wound around with bark and deer skins. Until I was ten years old I never wore a shoe on my foot or a coat on my back or a cap on my head, that was not made by my father or my mother. My father knew nothing about shoe-making, he was brought up on the farm in the old country ; but necessity compelled him to turn his attention to making of shoes for the three or four young boys that were growing up. He would make his own lasts ; and then he would kill a young animal, and take the skin to the tannery, which was down about Delaware or Kilworth. The tanner would keep half the hides for his pay. In this way my father used to make all our shoes. They were not such fine shoes as you get now-a-days ; but they answered the purpose in those rough and ready times. My mother would card the wool, and spin the wheel, and knit ; and she knitted all our socks. There was a weaver had a loom a few miles away ; and he would weave the yarn ; and they would use the bark off the butternut tree to dye the wool. We were glad to have home made clothes dyed with butternut bark ; and we felt quite at home in them ; for we knew of nothing any better than what we were getting.

London was called The Forks ; and went by that name for a long time, even after it became a village. I have heard my father say he hauled the first load of hay into London to Mr. McGregor's, who built a small house on a lot just south of the Court House, where the Grand Central hotel is now located. The house was only pulled down some twenty years ago ; and I was very sorry when I knew it had to be pulled down. London at that time only had that one house. A Magistrate was soon after appointed and one of the first cases before him was that of a man who stole an axe. This was considered a serious offence ; because at that time an axe was a very useful thing and very hard to be got. A number of the people were got together as a jury, and they passed a sentence upon him, that he was to be chained to a stump for twenty-four hours,

THE PIONEERS OF MIDDLESEX

which was done, so he remained all night chained to a stump for having stolen an axe. There was no Court House here at that time. London got a fair start when the Court House for this whole district was built here. The Court House used to be in the county of Norfolk. It was burnt down; and then the question came up as to where the new Court House should be built. It was finally decided that it should be built at the Forks of the River. And they built a very good Court House, considering it was seventy years ago; the building stands there now with some improvements. It was the first Court House built in Western Ontario.

The late Colonel Talbot was one of the Commissioners; and the building was after the style of one of the castles in the part of Ireland where he came from. The expenditure of that large amount of money and the giving of employment to so many men to build the Court House, which was commenced in 1827, gave London a good start. All the trials, and all the courts that were held in the whole of this district, from west of Hamilton, down to Lakes Erie and Huron, were tried in that Court House. It was the only Court House that was in existence at that time.

The next thing that gave London a start was making London Military Head Quarters for Western Canada; that took place in 1838. The first Regiment that was stationed in London came here in 1837. The 32nd Regiment came here first, and during the time it was stationed here, the Colonel of the Regiment, a man who was respected very much by everybody, died; and the funeral of that gentleman will never be forgotten by those who were living here at that time. He was buried with military honors; the artillery were out, and volleys were fired at the grave. This was something new to the people in Western Canada. The barracks which were built here cost something like \$250,000.00; and the expenditure of that large sum of money, and the stationing here of a regiment of regulars and battery of artillery you can readily understand gave London quite a lively appearance. They spent a large sum of money in supplying the troops; and that made times very good, and encouraged shop-keepers and the people very much, having so much money expended in their midst.

We had no post office here. In olden times there would be a gathering of fifteen or twenty families who came from Ireland, England or Scotland: and if a letter happened to come out from their old home it would be mentioned all around the neighborhood; and they would be all called in; and they would have a jolly good night reading that letter. We had no stage coaches and no regular mail; and a letter coming from the Old Land made very interesting reading matter for the people.

I remember the first council established here in 1841, when London was created a Police Village. They had a council of five,

and the Honorable George Jarvis Goodhue was chairman of that council. It was held in the small plastered building which you find now on the corner of Fullarton and Talbot streets. The late Dr. Cornish, the father of Mr. F. E. Cornish, who was Mayor of this city for some years, was the city clerk; and Mr. Goodhue was the President. I remember I was going along past this place with my father when they were holding a session. It was a warm summer day, and one of the windows was up, and we heard quite a noise inside. We didn't know what was the matter; it appeared as if there was a row of some kind; and Mr. Goodhue came out of the door hastily and he said, "Mr. Carling, I swear you a special constable, we have got trouble." So my father had to go in, and when they went to the front door to arrest the disturber of the peace he jumped out of the window and cleared off into the town. My father was not constable enough to arrest him at that time.

What have we now in Canada? We have our educational system; and we have five hundred thousand children between the ages of five and fifteen years marching to their schools every day. We have thousands of schools and teachers. We have our telegraph, and telephone; and we have our railways; and our steamers ploughing the waters, going through the St. Lawrence river up to Duluth and Fort William. We have railways crossing the Continent. We have one line running from Halifax to Vancouver; and we expect to have in a very short time a line of steamers which will carry you across the ocean in four or five days.

I have heard my mother say they were on the ocean four or five weeks going to Boston; and I have heard her tell of so much sickness aboard, and the storms, and the rocking of the vessel, that I never had the pluck to go across the ocean.

We have just had the Heir to the Throne of Great Britain, the Duke and Duchess of York, crossing the continent in a magnificent train of cars. We have a magnificent line of steamers; no finer and no better in the world, than the line going to Japan and China. And we have other steamers going from Vancouver to Australia. We are connected with that great Empire that has vessels in all ports of the world. And I think we ought to feel proud that we belong to such an Empire, that has her warships standing guard all over the world to protect her citizens, and help them that cannot themselves. I think we ought to feel proud of our Empire. And nothing has made our people feel more proud and more loyal to the Empire than the grand way in which our sons went forth to Africa, some 13,000 miles, to fight the battles of the Empire, and for the love of our Country and our Queen.

Ladies and gentlemen I thank you for the kindly manner in which you have listened to my address, and I can say that anything that I can do to advance the interest in this organization you can rely that I am on hand to do it.



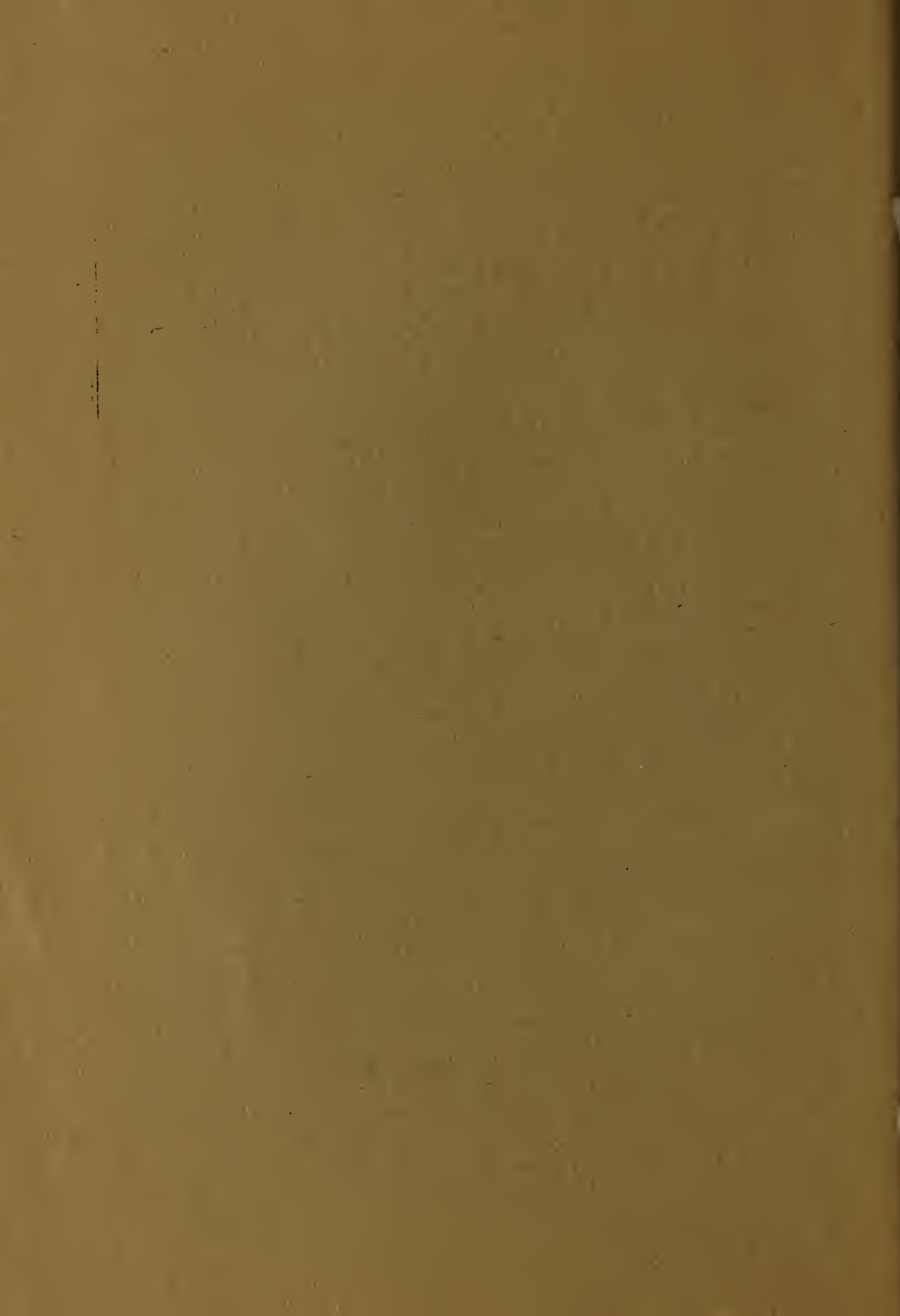
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TRANSACTIONS, 1908-1909

THE STREETS OF LONDON

MISS HARRIET PRIDDIS

THE GREAT WESTERN RAILWAY

MISS AUGUSTA GILKINSON

THE CARADOC ACADEMY

REV. JOHN MORRISON

1909

PUBLISHED BY THE SOCIETY

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The London and Middlesex Historical Society was organized in the year 1901. Its objects are to promote historical research and to collect and preserve records and other historical material that may be of use to the future historians of our country. Its funds are devoted exclusively to these objects ; there are no salaried officers.

The Public Library Board grants the Society the free use of a room for its meetings, which are held on the third Tuesday evening of each month from October to April, inclusive, and to which the public are invited—admission always free. Membership in the Society is open to any person interested in its objects, and is maintained by the payment of an annual fee of fifty cents.

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The Naming of London Streets

READ BEFORE THE LONDON AND MIDDLESEX HISTORICAL SOCIETY, MAY 16TH, 1905. REVISED AND CORRECTED UP TO DATE, JANUARY 9TH, 1909.
BY HARRIETT PRIDDIS, BROOK FARM, LONDON

The first name on record that can be applied to the Forty-third degree North Latitude and Eighty-first West Longitude, where the City of London now stands, is of Italian origin, *America* for Amerigo Vespucci, a Florentine navigator.

Then comes *Canada* from the Iroquois word "Kanata," literally a collection of huts; but used by the Indians to designate any town or settlement, applied by the French voyageurs to the land extending from the Ohio River north to the Hudson. Henry of Navarre tried changing the name to "*Nouvelle France*"; but Canada finally prevailed. The Voyageurs continued their explorations westward along the shores of the Erie or Cat Lake, and about the middle of the seventeenth century reported the existence of a forked river in the favorite hunting ground of the Neutrals, which the natives called "Askünesipi," antlered river; but to which they gave the name of *La Tranchee*, from the even depth and uniform flow of water of the part near the mouth.

The next name that appears in our distant horizon is the German "*Hesse*," applied to the most westerly of the four districts into which Lord Dorchester, Governor-General, in 1788 divided the newly settled country north of the Great Lakes, intending to establish a permanent aristocracy with a Grand Duchy element. The district of Hesse covered the entire Peninsula from Long Point to the St. Clair, including Detroit, and it was in the Province of "Quebec." The following year an order in Council granted 200 acres of land to all children of Loyal Subjects during the late war, with the honorable distinction that they and their descendants should add the letters U. E. to their names for all time.

In 1791, Pitt's Canada Act, separating the Provinces, was passed; and the beaver, the bear, the wolf and the deer on the banks of La Tranchée, and their Indian hunters, became Upper Canadians, with John Graves Simcoe for the first Lieutenant-Governor of Upper Canada.

Immediately after his appointment, the new Governor wrote to a friend: "I mean to establish a Capital in the very heart of the country, upon the river of La Tranchée; the Capital I shall call 'Georgina'."

Simcoe was British or nothing, so his democratic Parliament, which first met in 1792, promptly changed the high-sounding German names to plain English, and Hesse became the *Western* District. It also divided the province into nineteen counties, half of them with English namesakes, and the north and south branches of La Tranchée joined waters in the *County of Suffolk*. On the 16th of July of the same year, Governor Simcoe officially announced that the river La Tranchée should be called the *Thames*. In February of 1793 he started on his memorable overland trip to Detroit with Major Littlehales and Lieutenant Talbot in his train, for which we are devoutly thankful, as one of them kept a diary which he afterwards published, and the other came back to colonize the land.

Dr. Scadding, in "Toronto of Old," tells an interesting incident of the visit. General Simcoe, in jocose mood, ordered a grand parade of ten men (all he had) and a formal discharge of musketry as a ceremony of inauguration for the Capital, which order was solemnly obeyed by Lieutenant Givins, who also returned to settle.

On 17th of September, 1793, the Governor, in writing to the Honorable Henry Dundas, after explaining his ideas about the roadways, etc., continued :

"They lead to the propriety of establishing a Capital of Upper Canada, which may be somewhat distant from the center of the present colony. The Capital I propose to establish at *New London*." (What has become of poor Georgina?) However, he did not carry out his proposal, as York became the Capital, but evidently not with Simcoe's approval; for as late as 1796, at the very end of his Canadian career, in a dispatch to Lord Portland, he suggested that in the event of the seat of Government being transplanted to the Thames, "the proper place," the buildings and grounds at York where he was placing the seat of Government "for the present" could be sold to lessen or liquidate the debt of its construction.

In 1798 the districts were subdivided, the eastern half of Western District taking the name of London.

In 1800 the number of counties was increased to twenty-five. As the District already had a river Thames and purposed having a London town, the politicians, with an unusual display of sentiment, decided that they had better make the imitation complete, and have a Middlesex county, in order that the expected inflow of immigrants might feel quite at home. At that time the County included an area of about one thousand square miles, extending from Lakes Erie to Huron; so that the Middlesex Historical Society can legitimately include in its pioneer research the fascinating records of the Talbot settlement.

In 1826 the District Courthouse at Vittoria was destroyed by fire. The authorities thought a more central position better for the new buildings, and London was chosen, though not without a fight for the honor from St. Thomas and Delaware. By the first of June

Mahlon Burwell, with Freeman Talbot and Benjamin Stringer for chain-bearers, surveyed four acres of the government appropriation for the site. A temporary Courthouse was erected, and, twenty years after he lay at rest in the quiet Devonshire churchyard, Simcoe's dream of a London on the Thames in the wilderness became a very prosaic fact. But it was still many years before "London" was anything more than an official name. To the villagers and surrounding farmers it was simply "The Forks."

Colonel Burwell's town survey extended from the River north to North Street, and east to Wellington Street.

North Street of course tells its own story. The narrower width of North Street West and its more southerly position was the result of a quagmire, which interfered with satisfactory street-making even up to the standard of that early day in Canada. In 1869 this section was renamed Carling Street, in honor of the Hon. John Carling, then Commissioner of Public Works in John Sanfield MacDonald's Ontario Government, and North Street continued along William Street. North Street was one of the first to benefit by the impetus given to street-decorating through the completion of the waterworks system, and the new name, *Queen's Avenue*, given in honor of Queen Victoria by the council of 1876, is most appropriate. There are few finer vistas on the continent than Queen's Avenue, looking east from the Post Office steps.

Dundas Street was named for Henry Dundas, first Lord Melville, Secretary of State under Pitt, who must have been a favorite with Simcoe and other pioneer settlers; as his name and title and those of his family connection constantly appear in county, township, town, river, island, straits and roads throughout British North America.

King Street so named for the King—George IV.

York Street named for Frederick, Duke of York, second son of George III., a favorite with the military settlers of the new Province, as well as with his doting father. He was commander-in-chief of the British army in these settlement days. Standing at the corner of York and Richmond Streets, one recalls another meeting of the two names when Charles Lennox and Prince Frederick met in mortal combat, but no damage was done. It is said that the Prince, an excellent shot, fired in the air; at all events, he stood ready for more shooting, saying he had come to give Lennox satisfaction and he was ready to give him all he wanted. With all their faults, they were brave men and good soldiers, these stalwart sons of George III.

Bathurst Street for Henry, second Earl Bathurst. As Colonial Secretary at the time, his name appears in most of the correspondence connected with the settlement of London Township.

Horton Street. This name is generally credited to Recorder William Horton, who with his brother Edward was among the first lawyers in the District. But Mr. Samuel McBride says: "Not so, I

found Horton Street here when I came to London in 1835, and the Horton boys did not come till a year later. The street was named for an English politician, R. J. Wilmot Horton, who at the time took an active interest in the immigration question, especially as directed to Canada." He must have had considerable prominence in his day, for his name is joined with those of Grey, Peel and Wilberforce in one of Hood's satirical poems.

Grey Street. This name appears so constantly in our records that we are beginning to look upon it as distinctly Canadian. The Grey for whom this street was named is George, Second Earl Grey, political friend of Fox and opponent of Wellington and Prime Minister of England. His grandson, the fourth Earl, is our popular Governor-General.

Hill Street, from the family name of Duke of Wellington's mother; though an old resident informed me, that if I had ridden down that street in the old days I would know why it was so named. "It was the hilliest road you ever saw, not enough level ground for two wheels of a wagon to stand on at one time."

Wellington Street, for Arthur Wellesley, Duke of Wellington, the hero of Waterloo, and in his youth the personal friend of Colonel Talbot.

Priddis' Lane runs back from 256 Dundas Street to property of the late Chas. Trump Priddis.

Clarence Street, named for the heir apparent, sailor Prince Henry Duke of Clarence, third son of George III. In the old days this street was the scene of a hot contest between citizens and soldiers, when the latter extended the pine stump fence across the street and enclosed the gore in their barrack grounds. What the soldiers placed in the day the citizens removed at night. Of course, law and order won in the end, and the street has remained open ever since, though subject to many changes of name. The northern part was opened up as Church Street. It was afterwards all included in Clarence Street from the River to Central Avenue. In 1881 the Council decided that the part north of Dundas Street should be known as Park Avenue.

Richmond Street, named for Charles Lennox, fourth Duke of Richmond, who was Governor-General of Canada in 1818. He died a horrible death from hydrophobia, caused by the bite of a tame fox. His wife, Lady Charlotte Gordon, was hostess at the historic ball in Brussels the night before Waterloo. She was the mother of fourteen children; two of her daughters married men who have been makers of Canadian history—Lord Bathurst and Sir Peregrine Maitland.

Talbot Street, named for Col. Thomas Talbot, the young Lieutenant who accompanied Gen. Simcoe on his western trip in 1793. He returned to the wilderness in 1803, received a grant of 5,000 acres in Yarmouth County, and ultimately became veritable

dictator of London District. In the new survey, north of Oxford Street, where the road widens, it was called Great Talbot Street.

Ridout Street, named after Surveyor-General Thomas Ridout, who had much to do with the planning of roads and streets in the Home and London Districts. Being a practical professional man, he found many difficulties in controlling Colonel Talbot's high-handed, independent mode of settling a country and mapping out roads.

Thames Street. A short street in the low land on the bank of the river from which it takes its name.

Now that London is properly christened, we may leave her to find her feet, while we make some enquiry about the naming of the highways that have led to her growth and prosperity.

It is told of Governor Simcoe, that when he stood at the Forks of the River Thames he drew his sword and said, "This will be the chief military depot of the west and the seat of a district. From this spot," pointing with his sword to the east, "I will have a line for a road run as straight as the crow can fly to the head of the 'little lake'." This boast was made good, though not in his day, by the building of the *Governor's Road*. It was entirely a municipal work, graded, gravelled, planked, or only tided over with "corduroy," as the various townships through which it passed felt disposed to treat it at the time. One of the first acts of the new Legislature of Upper Canada was to pass a bill for laying out and keeping in repair public highways and roads.

Yonge Street was built by the Governor's Regiment of Queen's Rangers, from Lake Ontario to Lake Simcoe. This man of infinite hope began the great military road which he named *Dundas Street*, and intended to have completed from one extremity of the Province to the other. In the London District the Grand Trunk of the wilderness follows the same straight line as the "Governor's Road" for some distance beyond Woodstock; then branches off to the south and east, through Brantford, becoming one with the Hamilton Road to Ancaster; there branching off to Dundas, it keeps company with the Lake Shore Road for a short distance, then goes its independent way straight to Toronto. Distinctively "the street" of Halton County, east of Toronto it becomes the "Kingston Road." So, in reality, none of the ambitious schemes of the people's Governor were altogether fruitless.

"*The Longwoods Road*" may be said to have existed in the closing years of the eighteenth century, though it was then little more than a blazed trail from Delaware to McGregor's Creek (Chatham). It was named for the dense forest of hard oak, with a sprinkling of walnut, through which it passed in the Townships of Caradoc and Ekfrid, and is the road taken by Proctor in his retreat from Moraviantown when he left the Indian hero, Tecumseh, on the battlefield. It was somewhat improved for military transport during the disturbances of 1812 and 1837, but was not graded beyond

Delaware till 1848, and not gravelled for some years later. Col. Talbot, claiming authority over it from settlement, always spoke of it as "The Talbot Road long woods."

Commissioners' Road was built by a commission appointed by the Government for the conveyance of troops, artillery, etc., from Dundas Street to Longwoods. It is quite familiar to Londoners of the present day as the (south) high road to Springbank Park. It was originally surveyed in 1709 by Zealots Watson, Col. Talbot's old enemy.

Wharncliff Road is one of the converging group of roads that makes Lambeth, in Westminster, emphatically "the Junction." Though it was surveyed in 1831, and Beverley's Ferry, at the point where it intersects the south branch, showed that the early settlers thought this the most convenient place for crossing to the "Forks," there has never been a Beverley Bridge; but there may be some day. The naming of the Wharncliff and Wortley Roads takes us back to the Old London life of Col. Talbot, when the "gay Tom Talbot," with his friends, Stewart Wortley and Lord Wharncliff, discovered the genius of Fanny Kemble as mentioned in a private letter from the late George MacBeth, quoted in "The Talbot Regime." Mrs. Jamison, in her account of the Talbot Settlement, says: "A visit from Labouchere, Lord Stanley, and Mr. Stewart Wortley was the great event of the long life in the bush." We have them here in a group: "Port Stanley Road," "Wharncliff Road," "Wortley Road," and "Talbot Street." Did the Colonel leave out "Labouchere" because it was not sufficiently British?

In 1809 Thomas Talbot petitioned Governor Gore for a road through the Talbot Settlement on the same plan as Yonge Street, which, if carried through to the western boundary of the Province, would fulfil Gen. Simcoe's original intention. His petition was granted, and on his recommendation the post of surveyor was offered to Mahlon Burwell, with orders to begin immediately. Mr. Burwell spent that year and most of the following one at work on Talbot Street East, usually called "Col. Talbot's Road." In 1810 he began the survey of the southern part of London Township. Concerning this work, he wrote to Surveyor-General Thos. Ridout: "I kept a proof line in the center of the Township that my survey might be as correct as possible, on which I proved every concession line that I ran by, measuring on the said proof line, and can safely say that the operation is very correct." There is no disputing the origin of the name of London's great northern thoroughfare.

It was a fortunate day for London when H. H. Killalee became its representative in the first Union Parliament. He received the appointment of Commissioner of Public Works in the Sydenham Council, and used the most of his appropriation, £100,000 currency, all paid through Mr. Monserratt, of the Gore Bank, in the much needed improvement to the roads of London District. Convinced of

the wealth of the land and desirability of the locality for settlement, if it were more accessible, he planned four great thoroughfares leading to ports of entry. The *Hamilton Road* he graded and bridged throughout, turning with Dundas Street to take in the important settlements of Woodstock and Brantford; it was gravelled in many places, and planked through the pine forest as far as Dorchester. The *Port Stanley Road* he planked from start at Westminster Bridge to finish at the mouth of Kettle Creek. In the old days this was emphatically "The Planked Road." He graded and bridged the "Longwoods Road" as far as Chatham, but could not carry the planking beyond Delaware. He graded and bridged *Sarnia Road*. Starting from the corner of Richmond and Fullarton Streets, he avoided the detour of the old Proof Line over Blackfriars Bridge by taking a straight course over quagmire and hill, though not due north, to the point where Colonel Burwell's line intersects the Fifth Concession road, then, turning to the west, continued through an unrivalled country to the River St. Clair.

Behold London with a daily stage to Hamilton, Chatham, Port Stanley, Sarnia and Goderich; the old rockaways, swung on leather straps and drawn by four horses, started from the Robinson Hall, at the corner of Dundas and Ridout Streets. By varying steps of improvement and repair the roads have reached a state of perfection and beauty that have made the London District the paradise of wheelsman and motorist. Were I called upon to name the three greatest factors in the building of London, I should say Simcoe, Talbot and Killalee; yet H. H. Killalee's name does not exist among us except in middle-aged men's boyish memories of "Killalee's Flats," referring to a part of the farm he occupied for some years northeast of Adelaide and Huron Streets.

In 1849 Freeman Talbot organized a company with a capital of £8,000 currency, to be known as the "Proof Line Road Joint Stock Co." Its right of way ran from the corner of Dundas and Richmond Streets, using Killalee's Sarnia Road to the fifth concession of London Township, and then the old Proof Line Road to Ryan's Corners on the London and Biddulph town line. For many years it was a most profitable investment; but railroads have introduced a new era in travel, and the toll-bar across the road is a sore trial to twentieth century humanity. The company slowly and regretfully abandoned the road piecemeal; at first as far north as Oxford Street, on account of the expense of keeping up the culvert over Carling's Creek; lately to Glenmore Kennels, rather than build the necessary new Brough's Bridge. The old gatehouse at the gore is a picturesque sight, but travellers on the road would be willing to admire its artistic effect in a picture and let the gate itself disappear with the past to which it belongs, as all except the three on the fourth, ninth and fifteenth concessions have done. In 1882 the County Council made a bargain with the City Council to remove

all tollgates under its control in exchange for the abolition of the obnoxious market fees. Since writing the above, the Proof Line Road has been purchased, after long negotiation, by an agreement between the City, Township and County Councils, with a subsidy from the Ontario Government, and has passed under the direction of the County of Middlesex. On the night of July 26th, 1907, following much speaking and congratulation delivered from the Arva Hotel balcony, by local magnates, a huge bonfire gladdened the hearts of the assembled crowd, and the medieval tollgate passed forever from the County of Middlesex.

Contemporary with the Proof Line Road is the *Goderich Road*, built by the Canada Co. from London to Lake Huron, in order to open up their immense domain of one million acres en bloc.

The Wellington Road, often erroneously styled the Port Stanley Road, from its running almost parallel with the Port Stanley Railway, was originally planned to connect with Waterloo Street; but the irregular flow of the river at that point made it necessary to cross at Wellington Street.

Improved roads naturally suggest bridges. The first way of crossing over to the "Forks" after Beverley's Ferry, was by means of York Street Bridge, properly named Westminster Bridge. In christening its bridges, the "Forest City" first showed the tendency, which subsequently became a mania, for reproducing the nomenclature of the older metropolis on the Thames. The survivors of rebellion days tell funny tales about the blockading and manning of Westminster Bridge; though a few strong men could have carried the structure away bodily, and an invading army might have crossed the stream at either side without bothering about a bridge at all. There is a pathetic story told by an old resident relative to *Blackfriars Bridge*, the building of which followed very soon after that of Westminster. In the sad cholera times of 1832 the Rev. Edward Boswell, first resident Church of England Clergyman in London, met on the bridge every traveller coming towards the town, warned him of the danger of infection, and supplied his wants—generally medicine at that time—and also gave him instruction for treatment in case he should be brought in contact with the scourge. Besides Westminster and Blackfriars Bridges, Victoria on Ridout Street, Vauxhall on Egerton Street, Kensington on Dundas Street, undoubtedly have cockney sponsors; but the names of Cove Bridge, Adelaide Street Bridge, Oxford Street Bridge, and King Street Bridge, come from natural consequence of position, and certainly the remaining two are all our own.

Brough's Bridge, on the Proof Line Road, was named for the popular "Parson Brough," Rector of St. John's, and, on the formation of the diocese, Archdeacon of Huron, whose rectory was situated on the hill overlooking the bridge, later the site of Ladies' Hellmuth College. An interesting story is told of Mr. Casimer

Gzowski, Killaley's engineer in the construction of Brough's Bridge. A suspension bridge was a curiosity in those days, and, like most departures from the established order of things, it was viewed with distrust. Gzowski declared that it would carry a regiment of marching soldiers, the severest test known to mechanics, without danger. "Will you risk standing under the bridge while they pass over?" was asked. "Certainly." Colonel Weatherall, of the 1st Royals, Commandant of the Barracks at that time, marched his men over at a steady tramp, and Brough's Bridge stood the test to the satisfaction of the most skeptical. Then, to show the grit and training of his men, the Colonel marched them, artillery and all, along the Fourth Concession line, down the steep bank of the "Medway" (so named by the English mill-owner, William Turville), and up the opposite bank, and turning, came back to town by the same road.

Clarke's Bridge was named for the Rev. William Clarke, Congregational Missionary to the London Settlement, who was, undoubtedly, a man of originality and enterprise, adapted to the requirements of a new country. Before he succeeded in getting a church building, he gathered his congregation in the old grammar school in Odell's Schoolhouse. The first church was situated on Richmond Street, about where the Free Press Office now stands. To the surprise of his people, Mr. Clarke secured property and built himself a house on the high land on the south bank of the Thames, overlooking Wellington Street. "How impractical! How like a parson!" was the general verdict. How did he expect to reach his congregation? His reasons satisfied himself, at all events. He said the walk around the banks of the river to the bridge would be a pleasure, and for a short cut there was always the ferry at the foot of the hill. The view was fine, and the high land healthy; so he went on improving his grounds and getting his house in order, not interrupted too much by idle callers. When everything was settled to his satisfaction, and people had ceased to discuss his eccentricities, he canvassed the town for funds to build a very necessary bridge at the foot of Wellington Street. He got the money with little trouble; the necessity of the bridge was so apparent—and who had a right to it, name and all, if not the impractical Parson!

During all this time the settlement was part of the London Township municipality, the Council meeting by previous arrangement at the homes of its members. According to the first minute-book, which, by the way, cost £1, and is still to be seen in the Arva Town Hall, the principal duties of the Council were to attend to the branding of cattle and regulating the height of fences. As regards individual liberty, it is wonderful how pioneers discriminate in favor of the pig. In 1838 Mr. George J. Goodhue entered the Council, apparently with a definite purpose. No doubt with increased wealth and leisure there arose a desire to beautify home surroundings—a somewhat thankless effort with Sir Hog at liberty; so in

1840 we find London village separated from the township and governed by a Board of Police, consisting of a president (Mr. Goodhue, the first to fill the office), a clerk and five members,—one for each of the four wards, with a fifth member who seems to have had no special constituency. The boundaries of the wards were: *St. George's Ward*, Huron Street, the northern limit of the new survey, to Duke Street; it is still with us in the name of St. George's School. *St. Patrick's Ward*, from Duke Street south to King Street. *St. Andrew's Ward*, from King Street to Bathurst Street; and *St. David's Ward*, from Bathurst Street to the river. The village now extended from the river east to Adelaide Street.

For some time after the government survey of 1826, London grew by the disposal of private surveys. Up to 1830 Kent's farm flourished in all its rural beauty of forest and grain, corn and pumpkin, close up to North Street's back door. In that year Mr. Goodhue purchased from Mr. John Kent 30 acres, which he surveyed into streets.

Fullarton Street,—the family name of his child wife who died at the age of 18 years. Mr. Samuel McBride says that when he first remembers the street it bent at an angle towards the north, and that he paid one shilling for the removal of a curly hickory tree which interfered with the surveyor in straightening it. Sir John Carling says he will answer for Fullarton Street being perfectly straight from Richmond to Talbot Streets, as he drove the team himself while it was being graded. He recalls being witness of a free fight in the Council Chamber at the corner of Talbot and Fullarton Streets, between Dr. Cornish and Mr. William Balkwill.

Hitchcock Street, at first named Unity Street, then Hitchcock for an American connection of the Goodhue family. One member, Mrs. Hitchcock, of Westminster, is intimately connected with the romantic escape of Dr. Duncombe in petticoats after the disturbance of '37. It has finally become Maple Street, a name well sustained by the beauty of its shade trees. Mr. Goodhue sold in one lot the block between North and Fullarton Streets to the Rev. John Bailey, who ran a street through the center which he named William, after his son, then lately dead. The Burwell survey carried Richmond Street up to North Street east. The Kent survey brought Mark Lane from Lichfield Street down to North Street west, leaving an apparent useless gore; so the Rev. John just enclosed the street appropriation left over from Mark Lane in his survey. This little transaction caused some confusion at the time, but it was amicably settled and Richmond carried north to Fullarton Street, the increased space showing the Post Office, Custom House and St. Paul's Cathedral to advantage. When Gzowski drew the line for the Sarnia Road he found that the street appropriation came a few feet west of Church Street, so he graded Sarnia Street till he struck the correct line at Burlington Street. *Church Street*, running through the Church grant,

used at one time to stop abruptly at the old skating rink near Lake Horn. It was finally closed by the Council, and the land absorbed in the surrounding lots.

There are sure to be complications in the carving of a beautiful city out of a trackless forest. The wonder is there have been so few. It is most interesting to trace the evolution through its various stages. In 1869 the Council passed a By-law to the effect that Richmond Street, Mark Lane, Sarnia Street, and Burlington Street should together form one street known as Richmond Street. John Kent himself surveyed and named *Kent Street*, *Market Street* (a continuation of Great Market Street), now *Albert Street*, in memory of the Prince Consort, and *Lichfield Street*, so named for Lichfield, a town in Staffordshire, the English home of Mr. and Mrs. Kent. Nothing irritated Mr. Kent more than to have the name spelt in the American form, with a "t." The street is now a continuation of Central Avenue.

The next block was purchased and surveyed by a syndicate comprising seven of our leading citizens, who found great difficulty in raising the necessary \$7,000 among them. Mr. Wm. Barker, Mr. Elijah Leonard, Mr. Henry Dalton, Dr. Anderson, Mr. John Dymond, Mr. John Wilson, and Mr. John Carling. The three streets they cut through the lot were named *John Street*, for John Kent, the original owner of the land. *Mill Street*, for Water's Mill, an old landmark that stood on the bank of the Thames to the west. It was run by power from English's Creek, so called from its source being in English's Bush to the east. During the military regime in the late thirties the men of the 20th Regiment, under the direction of their Colonel (for whom it was named), made Lake Horn by cutting down a thirty-foot hill to the south, and with the earth so obtained damming up the creek and building a wall for the lake. It was at one time drained or flooded at will, to assist in decorating for some special occasion. The stream was later officially named Carling's Creek, in honor of Sir John Carling, as it ran through the grounds of his late home on Waterloo Street and entered the Thames at the Carling Brewery.

Ann Street, so named for Ann McLaughlin, wife of William Barker, one of the moneyed syndicate which surveyed the street. He afterwards purchased from John Styles the property between Oxford and Grosvenor Streets and built the original house of the Mount Hope Orphanage, which he sold to the Ladies of the Sacred Heart. They called their Academy "Mount Hope," and the name has become identified with the hill.

Sydenham Street, a private street running through his property, named by Mr. Barker for Lord Sydenham, first General Governor of the United Provinces. When Governor of Canada West he had been a strong advocate of the Union.

St. James Street, formerly James Street, after James McLaughlin, brother of Mrs. William Barker.

St. George Street, after Mr. George Barker, younger son of Wm. and Ann Barker. Its southern terminus, running through the Kent property, was named Raglan Street, in honor of Lord Raglan, the favorite hero of story and romance to the early Victorian youth. Lord Fitzroy Somerset, first Baron Raglan, was Military Secretary to Wellington, whose niece he married. He lost his right arm at Waterloo; but when peace was restored he learned to write with his left hand, and continued his work as Secretary. He died from cholera at the siege of Sebastapool. The street in its full length is now called St. George.

Kent Lane, a thoroughfare running through property still owned by the Kent family.

Comfort Place, the Talbot Street entrance to the property of the late Jesse Comfort.

Barton Street, also off Talbot Street, named by Mr. Kent after a small town in Staffordshire.

Piccadilly, Pall Mall, Oxford, Grosvenor, Bond, Great Market, Cheapside and Regent Streets are undoubtedly named for the leading thoroughfares in the Modern Babylon, and afforded much satirical amusement to Harry Furness, the Cartoonist of Punch, on the occasion of his visit to the Forest City in 1897.

Huron Street, our northern boundary, is happily Canadian and dignified.

The property owned by the late J. B. Strathy, north of Grosvenor Street, often called "Strathy's Grove," though that name was properly applied to "The Pines," his residence on Dundas Street, was a delightfully cool resting place on a hot summer's day, and in the winter the site of more frost-bitten members than any other spot on the long drive to Goderich.

Louisa Street, running through the property, was named for Mr. Strathy's eldest daughter.

Sherwood Avenue, being truly rural, was named by the father of Paul Peel after the home of the knights in green.

Cromwell Street, a continuation of Louisa Street to the east, owned by Mr. Richard Evans, an admirer of the Lord Protector.

Alma Street, after Alma's Heights in the Crimea.

College Avenue, leading to Huron College, was formerly named Thomas Street, after Surveyor-General Thos. Ridout, till "Rough Park," the residence of the late Lionel Ridout, was purchased by the Diocese of Huron for a Divinity College, and became the nucleus of the Western University.

Hellmuth Avenue runs through the grounds of the old Hellmuth Boys' College, which, after a struggling existence, changing its name to Dufferin College, with a new Board of Management, was finally razed to the ground, and the land sold for building purposes.

Christie Street, named in honor of Mr. John Christie, a prominent builder and property-owner in the northern part of the town.

The street was formerly named "Grafton" by Mr. Hevey, one of a colony of Irishmen in the early days who clung to everything that savored of the old sod.

Gordon Street, south from Cheapside, has been lately surveyed and named for the Rev. Jas. Gordon, owner of the property.

John Street's name will probably soon be changed to avoid confusion. It was chosen by Mr. Benjamin Nash for his son John.

Anderson Street, after the former owner of the property.

Partridge Street, named for the father of Alderman Partridge, who, when the district was common, lived in the midst of a beautiful garden on this spot.

Shoebottom Street, named by Mr. Wm. Shoebottom, a retired farmer from Ballymote, who invested in a block of land here which he sold off in building lots.

Thornton Avenue, after Mr. Sam Thornton, builder, who owned the property, and lived there for years.

Miles Street, named by Captain John Williams, keeper of military stores in the City, for his wife's maiden name. The Captain is also responsible for Waverly Place, off Central Avenue, being an ardent admirer of the wizard of the north.

Hope Street, off Colborne Street. This is one of the few blind streets in our modern-built city. It is part of the site of the old Presbyterian Cemetery, and as Adam Hope, Esq., was an active member of the Board of Management, his name was given to the street. The burying ground usually known as Proudfoot's Cemetery was moved out Oxford Street, west of Mount Pleasant.

Arthur and Alfred Streets, part of the Salter Estate, named for the two sons of London's pioneer druggist, one of its best known personalities in the "old days."

Carlton Avenue, after Gen. Sir Guy Carlton, Lieutenant-Governor of Canada, and Commander-in-Chief of the Colonial forces from 1766 to 1777. There are few settlements in the history of the Dominion unmarked by his name. Carlton is also the family name of Lord Dorchester.

Bridport Street, a local transportation from England by Charles Jones, the Surveyor.

Regina Street, formerly Queen Street, but changed to Regina when North Street took the name of Queen's Avenue.

Prospect Avenue, through another block of the Salter estate. It seems a pity that the residents thought it necessary to change the original name, Salter Street. It would add so much to the individual character of a town if the names of prominent pioneers and distinguished citizens adorned its streets.

Peter Street, for Samuel Peters—the "s" dropped for euphony! The father of Petersville, now London West, was the original owner of this property.

Palace Street, surveyed in 1851, when the world was ringing with the success of the Prince Consort's first great World's Fair, and the glories of the Crystal Palace in Hyde Park. The small street was given this rather ambitious name by the owner, John Hillyard Cameron.

Cartwright Street, for John Cartwright, of Cartwright's mill, Dorchester; our sportsmen will say of "Cartwright's Pond," also. The water power was first used for a sawmill, and the owner held pine lands where Cartwright Street now stands.

Picton Street, named for Sir Thomas Picton, a favorite General of the Duke of Wellington who was killed at Waterloo. The block of land was a grant to the London District Council, and when the short cross street was cut between Wellington and Waterloo Streets, it was most appropriately named Picton.

Wolfe Street, for General James Wolfe, hero of the Heights of Abraham.

Hyman Street, one of the new streets cut through the old Fair Grounds, named for London's popular Member, whose tannery is near at hand.

When in 1835 the Crown Lands Department made its new survey, adopting the private surveys that had gone on in the meantime, it was accepted as a matter of course that Waterloo Street should follow Wellington.

Colborne Street, named for Sir John Colborne, Governor of Canada West during the troublesome times that preceded the Rebellion. He established the Crown rectories throughout the Province. Colborne succeeded the Earl of Durham as Governor-General, so to his hands fell the difficult task of awarding punishment to the rebels. He was a thorough soldier and strict disciplinarian.

Burwell Street, named for Colonel Mahlon Burwell, of U. E. Loyalist descent, chief supporter of Colonel Talbot in the settling of London District. A surveyor by profession, he obtained by Colonel Talbot's influence much government work, and his journals and letters form a valuable collection in the Crown Lands Department. He took an active part in the war of 1812 and the disturbance of '37. He several times represented Middlesex in the Parliament of Upper Canada, and was the first member for London town. The street was originally surveyed through to North Street, but the late Laurence Lawrason had sufficient influence to prevent its cutting through his handsome grounds, the present site of the Sacred Heart Convent.

Maitland Street, named for Sir Peregrine Maitland, Lieutenant-Governor of Canada West. Having fought under Wellington in the Peninsula war, he acquired a fancy for Spanish names and scattered them with a free hand throughout Canada—Lobo, Zora, Mona, etc. His wife, Lady Sarah Lennox, daughter of the Duke of Richmond, was a woman of strong personality and seems to have

entered more fully than most grand dames of the period into the unconventional freedom of colonial life. King George IV. was dead, his poor wife forgotten, and William and Adelaide were reigning at Whitehall when the new survey was made in London, Canada; so their names were given to two leading thoroughfares.

It behooves road contractors and syndicates to put their best foot foremost, for a powerful rival has appeared on the scene. The first sod of the Great Western Railway was turned, amid much pomp, by Col. Talbot, very near the present C. P. R. station, in 1847, and in the last month of 1853 the first train drawn by an engine steamed into London, Canada West.

These streets and various surveys, rapidly filling with prosperous settlers, London soon outgrew the primitive form of police government, and in 1848 became a town with a Mayor (Mr. Simeon Morrill first filling the chair) and eight Councillors. Two years afterwards the Councillors increased to three for each ward, with Reeve and Deputy Reeve to take the place of the homeless fifth member.

On the 21st day of September, 1854, the Royal command went forth to all our loving subjects and all others to whom it doth or may concern, that, as the town of London was proved to have more than ten thousand inhabitants at the last census, it was to be incorporated as a City, with all the privileges and responsibilities attached thereto. The said City to be divided into seven wards: the first six south of Oxford Street, divided by Dundas Street, and subdivided by Richmond and Waterloo Streets; the seventh ward all of the City north of Oxford Street, facetiously called the ward near Goderich.

The election took place the first Monday in January, 1855. James Earl, of Elgin and Kincardine, was Governor-General, and Murray Anderson, Esq., was elected to be the first Mayor of the City of London. For some years the Council Chamber must have been full to overflowing, for each of the seven wards was represented by two aldermen and two councilmen. In 1865 the position of councilman was abolished, and an extra alderman elected for each ward.

Now London, for the last time, acquires a new name. No longer "London, C. W.," but "London, Ontario, Canada." The Hon. John A. MacDonald, who worked hard for the consummation of what Lord Durham had foreseen to be the only hope for peace to the Colonies, was anxious that the new-born nation should be called the "Kingdom of Canada," but he was overruled by the caution of Lord Monck, the Governor-General; and on the 1st July, 1867, our country became the "Dominion of Canada," and the name "New Dominion" flourished on magazines, hotels, cigars—even girls.

In 1882 the number of wards was once more reduced to four, divided by Richmond and Dundas Streets. In 1885, London East, built on the old Rectory Glebe lands to the south, and English's Bush

to the north of Dundas Street, as the fifth ward, was annexed to the city. Its original post office address had been "Lilley's Corners," so named for Alderman Charles Lilley, who kept a general store on the corner of Adelaide and Dundas Streets.

After much discussion, London South, which had never had a separate municipality, but was part of Westminster Township, though in reality a suburb of London, came into line, tempted by the advantage of city improvements. There was an effort made at one time to call this suburb "St. James Park," and at another time "New Brighton"; but as London South it was generally known till it became the sixth ward in 1890. When, in 1898, the city spread her arms to London West, it was found necessary to readjust many of the names and conditions. There are, once more, four wards pretty evenly divided by Dundas and Wellington Streets: No. 1, from Dundas and Wellington Streets, S.-W. corner, to base line, including London South; No. 2, Dundas and Wellington Streets, N.-W. corner, including London West; No. 3, Dundas and Wellington Streets, S.-E. corner, including Queen's Park, the car shops, refineries and foundries, etc.; No. 4, N.-E. corner of Dundas and Wellington Streets. I would suggest that the old patriotic names be restored to the wards, and St. David's, St. Patrick's, St. Andrew's, and St. George's again bear the banners.

Without regard to the wishes of the homesick settlers, the city fathers of 1876 dropped many of the Old London names, so Great Market Street is *Central Avenue*, from its position equidistant between Huron and South Streets. Bond Street became Princess Avenue, in honor of Princess Louise; and Timothy Street, a small street to the east, was changed to Lorne Avenue for her husband, then Governor-General of Canada.

Duke Street, named for Wellington, "the Duke" par excellence of that day, was changed to *Dufferin Avenue* at the request of Colonel Renwick and other residents of the street. Lord Dufferin, the very popular Governor-General, and his friendly lady, had made the tour of the Province a year or so before, and their name and praise were in everybody's mouth.

A by-law, passed by the Council of 1892, and another in 1898, by which the names of certain streets should be changed at the reception of London South and London West into the city, brought many names which were already registered.

Queen Street, south of Victoria Bridge, being a continuation of Ridout Street, became Ridout Street South. Carfrae Street, named for Robert Carfrae, one of the earliest residents of London, who helped to build the old Courthouse. He, in connection with Mr. John Beattie, invested in a block of land along the bank of the river and built his home on the street. "Carfrae Crescent," registered in 1906, continues from Carfrae Street around the bend of the river to Grand Avenue.

Grand Avenue, being a very smart place, has had some difficulty in settling on a name. At first Hamilton Row, after Sheriff Hamilton, who lived first on the north and then on the south side of the street. Hamilton's bush was an ideal picnic ground before the railways brought excursions into vogue. As Hamilton Row was often mistaken for Hamilton Road, the name was changed to Maple Avenue; but that again conflicted with Maple Street. It was finally settled on Grand Avenue. Any traveller taking this road on a bright moonlight night will quite understand how it got still another name among the young people, that of "Lovers' Lane."

Ferguson Avenue, named for Mr. James Ferguson, County Registrar, residing at "The Beeches," in the neighborhood.

Madiver Lane, named for the family who originally occupied the lane.

Front Street, on the bank of the river, I should say so named because it had no back. It is altogether a very picturesque little one-sided street, formerly called Bridge Street.

Clarke Street, from the bridge to which it leads, or what is practically the same, the Rev. Wm. Clarke, whose cottage here overlooked the river.

High Street, changed from Hamilton Street, which was named for Sheriff Hamilton, leads to the high land south.

Watson Street, named for George Watson, a very old resident, still alive at the age of ninety-four. He says he sits in his chair now, and laughs, to think what a reckless lad he was when at the age of twenty-one he married a wife and started for the new country without a penny in his pocket, and no knowledge of the world, because a friend, Mr. Edward Matthews, wrote that there was plenty of fish and game here to be had for the catching. The friend said nothing about fever and mosquitoes, which were also free to all in those days. However, the young Staffordshireman was a good carpenter, and his wife was a good dressmaker, so they were just the class of settlers the country wanted. In the list of officials, George Watson is mentioned at one time as town carpenter. With board sidewalks and plank roads, this was, no doubt, an important position. Watson Street was originally called Turley-Tooloo Street, the name of Renold's and Shaw's sawmills on the river near by, then Mill Street.

Weston Street, named for the well-known market gardener who lived in the neighborhood.

McClary Avenue, for Mr. John McClary, head of the McClary Manufacturing Co., whose residence commands a fine position on the corner.

Maryboro Place was surveyed by Colonel Gartshore, and named for his father's home near Glasgow, in Scotland; it is a new and handsome street, with all the modern improvements, running through the block from High Street to Wellington Road.

Emery Street, named for Arthur Southgate Emery.

Southgate and Windsor Streets adjoin the Emery survey.

Methuen Street, for the ill-starred South African General.

Chester Street, named for the old English town, by its English owner, George Tambling.

Tecumseh Avenue, named for the celebrated Shawnee Chief who fell at Moraviantown, fighting in the British cause. This street was originally planned to have been continued west, through Ridout Street and Wortley Road to join the street of the same name in the Parke survey. When this plan is followed out, it will form one of the finest avenues in London.

Garfield Avenue, named for one of the murdered Presidents of the United States of America.

Elmwood Avenue, named for the forest trees that grew there in abundance when the district was first surveyed. Elmwood Avenue, east, was first called James Street, for James Bruce, Earl of Elgin, till the amalgamation with the City.

Marley Place, originally Henry Street, after Henry Hamilton, Town Clerk before London was a city. When changing the name, after some discussion, the Council chose that given to his home on the corner of James and Henry Streets, by Mr. Henry Shields Robinson, in memory of his father's place in Ireland.

Bruce Street, from the family name of the Earl of Elgin, Governor-General of Canada in the late forties, when it became the fashion for London's wealthy residents to move "over the river."

Elgin Terrace was changed to *Craig Street*, in honor of Thomas Craig, one of the first stationers and booksellers in London, who built a handsome residence known as "Craig Castle," now occupied by R. C. Macfie. The name recalls to old citizens pictures of Little Dorrit and the Marshalsea, as Mr. Craig was one of the last men in Canada to suffer from the old law of imprisonment for debt.

Stanley Street, part of the old Port Stanley planked road, which connected London with her lake port. The name comes from Edward Stanley, 14th Earl of Derby, Prime Minister of England, who, as Mr. Stanley, was Colonial Secretary under different Reform Ministers.

Becher Street, named for H. C. R. Becher, who, with Messrs. Geo. Macbeth, *George Horn* and Lionel Ridout, surveyed the block between Wharncliff Road and the river, naming the streets for the members of the syndicate. Ridout Street gave place to *Perry Street*, named for Samuel Perry, an old resident, and Mr. Ed. Weld on purchasing the property changed MacBeth Street to

The Ridgeway, so named for the thoroughfare in England which leads to Ealing, past a family estate.

Horn Street retains the name of one of the syndicate.

The names of *Riverview* and *Evergreen* Avenues, formerly Centre Street, are suggested by their position.

O'Brien keeps alive the name of Dennis O'Brien, than which there was none more popular in the old days of London. The O'Brien House, now the Rescue Home, is on Riverview Avenue.

Beaconsfield Avenue, named by a Tory admirer of the immortal D'Israeli.

Victor Street, called after Victor Bayley, grandson of Judge Wilson, is cut through the old Wilson Estate.

Euclid Avenue, substituted for Maple Street. Our national tree seems constantly to be getting in the way and must be moved.

Birch Street took the place of Beech Street, leaving that tree for London West, while London West changed its Birch Street for the aristocratic Cavandish.

Byron Avenue, more likely suggested by the village beyond Springbank than by the poet's name, replaced Alma Street, which was already in the north end.

Askin Street, for Col. J. B. Askin, who moved to London as Clerk of the Court, from Vittoria, in 1828, and retained his position till his death, November 15th, 1869. He built the first substantial home in the settlement, on the Wortley Road.

Cynthia Street and Theresa Street were named for his daughters.

Brighton Street, remnant of the effort once made to name London South "New Brighton." When Lorne Avenue was changed to Duke Street, Victoria Avenue became *Duchess Avenue* in honor of the Duke and Duchess of Argyle, she once again being apportioned the lion's share.

Edward Street and *Dean Street*, on the Parke survey, were named for Edward Dean Parke.

Cathcart Street, on the Macfie survey, for Robert Cathcart Macfie. Briscoe Street, Langarth Street, and Wreay Street, were named by the late Charles Hutchinson, Crown Attorney, after estates occupied by the Hutchinson family in Cumberland County, England.

The property from the Wharncliff Road to the city limits was part of the Kent property, and when surveyed by Mr. John Kent was named Kensal Park, after Kensal Green in Old London.

Kensal Avenue was changed, somewhat to the family's disgust, by a too practical Council to *Pipe Line Road*, naturally drawing one's thoughts to a rough iron pipe under the ground, instead of to the beautiful grass and trees above.

Cove Road, the road through the cove, and Center Street, the street through the center of the cove.

South Street, the southern extremity of the cove.

Cove Lane, leading to the cove from Wharncliff Road. All wisely marking the spot where Simcoe first dreamed of his Forest City.

Greenside Avenue, formerly Dufferin Avenue.

Orchard Street, named for John G. Orchard, the coal merchant, one of the oldest residents in the neighborhood; was Kent Avenue in the original survey.

Johnston Street, after James Johnston, who owned a brickyard on the site; took the place of Hill Street.

Railway Street faces the G. T. R. track.

MacAlpine Street, named for Dr. MacAlpine, a son-in-law of Mr. Kent's; and Malcolm Street, for his son. The names of Brookfield, Forest Hill, Woodward, Riverview, Wildwood, Greenwood, Avenues, named by Mr. Kent, are all thoroughly in keeping with the rural character of Kensal Park. Chelsea and Chessington Avenues were imported from England by Mr. Kent.

The new streets added to No.1 Ward since 1905, besides Carfrae Crescent, are: Ingleside Avenue, east from Ridout Street near Victoria Bridge, the name of the residence of the late Ephraim Park; Baker Avenue, south of Grand Avenue, after Thos. Baker, owner of the property; Erie Avenue, south of the Cove Road; Mackinon Place, after Mrs. John Mackinon, owner, daughter of the pioneer who enticed his friend over by writing that game could be had for the catching; MacKenzie Avenue, running through the property of Mr. Philip MacKenzie.

In crossing Kensington Bridge, we come to the site of the old Kensington suburb surveyed by Mr. Charles Hutchinson, on what was known as Nixon's Flats, where Applegarth tried to grow flax even before Peter MacGregor built his tavern at the Forks. North of that was the village of Petersville, on the original Kent Flats, built by Mr. Samuel Peters, pioneer butcher of London, who bought and surveyed land, building his home, "Grosvenor Lodge," on the hill overlooking his domain, proclaiming his Devonshire origin by the name chosen.

When the Council of 1898 undertook the arduous task of re-naming the streets in London West, it was impossible to please everybody; so they cut the Gordian knot by fastening their own names right and left. So we have, first of all, *Wilson Avenue*, for the Mayor, Dr. John Wilson, instead of the oft-repeated Center Street; Belton Street, for Ann Street South; Carrothers Avenue, for Peter Street; Cooper Street, for Bryan Street; Wyatt Street, for Maple Street; Meredith Avenue, T. G. Meredith being City Solicitor, for Elm Street; Douglas Street, for Ash Street. Irwin Street and Gunn Street were pioneer names, as the block had been lately surveyed, divided by Center Street; renamed Saunby Street for the proprietor. When it was proposed to name one street Jolly Row, in honor of Mr. George Jolly, the worthy alderman objected, as it was too suggestive of a street fight; and the irrepressible small boy will say things. Alderman Dreaney preferred that his name should embellish East London (where he had won his spurs), so *Dreaney Avenue* took the place of Alma Street East.

When one of the residents objected to St. Patrick Street taking the place of Queen Street, Alderman O'Mara silenced the opposition with the characteristic remark: "Faith, I doubt if there will ever be a dacent man on the street than the same St. Patrick!" St. Patrick is evidently too decent for the neighborhood, as they are again advocating changing the name.

When St. Andrew Street took the name of William Street it was unchallenged, and naturally suggested that of Argyle Street to replace John Street; Beaufort Street to take the place of Mill Street; Euston Street that of Dufferin Street; Guelph Street that of Pine Street; and Cavendish Street that of Birch Street. These are all high-sounding names that pleased the civic ear, and were considered suitable for such an English town. The memory of the white cliffs of *Albion* was not disturbed.

Empress Avenue replaced Ann Street North, and Forward Avenue, named after an old resident on the street, replaced Oak Street.

Fernley Avenue, at the end of the survey, is a name suggesting woods and wild flowers.

Alicia Street, for the wife of Cameron MacDonald, who made the survey.

Agnes Street, for the daughter of Thomas Green, who lived on the property.

Grace Street, for a well-known character of London West, Dickey Grace, who lived for years in this neighborhood.

Napier Street must have been suggested by the aspect of the river at high-water, when there was something to fight.

Leslie Street and Alexander Street, both named for Alexander Leslie, who had a market garden in this block.

Lackey Street, named for a well-known old resident.

Charles Street, named for C. P. Smith, formerly well known as "Uncle Charley," of the firm of Smith & Chapman, hardware merchants in the city.

Edith Street, named for Mr. Chapman's daughter.

Caroline Street, after Mrs. Caroline Rich, who owned the property.

Paul Street, named by Dr. Farrar, who owned the property, for his old friend and partner in the grocery business, Anson Paul.

Oxford Street naturally suggests Cambridge Street, just south of it; and then why not Edinborough Avenue?

Mount Pleasant Avenue leading to Mount Pleasant Cemetery.

Surrey Avenue suggests the Surrey side over the Thames in Old London.

Cherry Street, Walnut Street, Hickory Street, Chestnut Street, Hazel Street, all express the rural character of the neighborhood, which has had no commercial or manufacturing center to start from.

Delmige Avenue, on the property of Dr. James Wilson, was lately surveyed and named for his mother.

As London East was built on the pioneer farm of Mr. Noble English, it is natural that the family names should appear in the first survey till replaced by others more convenient or more suitable for the purpose. The first street after Adelaide Street, the eastern boundary of the Crown lands survey, is Elizabeth Street, named for Elizabeth Forsythe, wife of Mr. Noble English. English Street takes the family name. Ontario and Quebec Streets, named for the two most important provinces of the new Dominion. "Woodman Avenue," the family name of Robert Quick's mother. Lyman Street and John Street, changed to a continuation of Princess Avenue; Timothy Street, changed to Lorne Avenue; Franklin Street to a continuation of Dufferin Avenue, and Elias Street, were all named for sons of Mr. English.

Salisbury, for Lord Salisbury, Premier of England, the successor of D'Israeli in the Tory party.

Wolseley Avenue has been lately added.

Rattle Street, named for the pioneer, Dan Rattle, who kept a well-known hostelry on Adelaide Street in the old days.

Keyburn Street, named for a family who held property in the neighborhood.

Middleton Avenue, after General Middleton, who led the forces to quell the Riel rebellion in the N.-W. T.

Nightingale Avenue, so named by Mr. James Montford, an ardent admirer of Florence Nightingale, the mother of all trained nursing.

Charlotte and Dorinda Streets, on the Abbott survey, named for the daughters of A. S. Abbott.

The little group of names on the Glass, Walker and Hutchenson surveys has called forth a good deal of discussion as to who is who. Mary Street, for Mrs. Samuel Glass. Laura Street, for Miss Walker. Florence Street, for Mrs. Walker. The Colonel facetiously remarking, "We had better put the daughter between the two ladies to keep peace." Eva Street, for Miss Glass. Francis Street, named for Mr. Frank Hutchenson's son; Mabel Street and Ethel Street for daughters of Mr. Chas. Hutchenson.

Wilton Avenue, after a residential street in Toronto.

Brydges Street, Swinyard Street, Muir Street, Childers Street, named in honor of the G. T. Railway magnates.

Gore Street, a short street in the gore formed by the junction of Brydges Street and Wilton Avenue.

Ash Street, Elm Street, Oak Street, still seem delightfully fresh; but will no doubt soon have their names changed when business crowds in.

Egerton Street, named for Egerton Ryerson, the foremost educationalist of Canada.

Ormsby Street, Hackett Street, Dame Street, names in the Graydon family, who owned this block.

Grafton Street and Sackville Street, named for the two main streets in Dublin.

Campbell Street, named for John Campbell, ex-mayor of London, and a popular citizen of London for many years.

Kitchener Avenue and Roberts Avenue, a reminder of the South African heroes, by A. A. Campbell, of the Peoples Loan Company. Cabel Avenue, Mr. Campbell's cable word, compounded from his name.

Lovett Street, on the Park Survey, named for a son-in-law of Mr. Samuel Park, Governor of the Gaol.

Stedwell Street, an active oil man, a son-in-law of Mr. Park.

Lewis Street, formerly Oak Street, renamed in honor of the late Col. Lewis, a prominent citizen and former mayor of London.

Anderson Avenue, changed from Chester Street in honor of Murray Anderson, first mayor of London.

Pegler Street, for an old resident in the neighborhood.

Walker Street, in honor of Colonel John Walker, at one time registrar for London.

Carson Lane, named for the popular School Inspector.

Marmora Street, Mamalon Street, Inkerman Street, and Redan Street, in the Hammond survey, named for some of the battles of Wellington and of the Russian War.

Lansdowne Avenue, named for Lord Lansdowne, Governor-General of Canada during the time of the Northwest Rebellion.

Pearl Street, a favorite name given by one of the residents, with no special significance.

South Street, a continuation of the southern terminus of Colonel Burwell's original survey; since changed, but not registered, as Ottaway Avenue, a corruption of the maiden name of Mrs. Adam Beck, who is an earnest worker for the Hospital on South Street.

Nelson Street and Trafalgar Street call to mind one Englishman who had done his duty.

Rectory Street, eastern boundary of the original grant of Crown lands to St. Paul's Rectory by the Act of Governor Colborne.

Glebe Street, formerly called Hewitt Street, after Alderman Hewitt, changed to Glebe Street, as it was in St. Paul's Glebe or endowment lands.

Marshall Street, named for an old resident on the street.

Lyle Street, surveyed by the Rev. W. F. Clarke, son of the hero of Clarke's Bridge, who after many years returned to preach to the congregation his father had gathered together. He married Miss Mary Ann Soper Lyle, and with commendable taste chose the last and prettiest name to designate his street. It was at first only one block, but the City some time ago purchased land and carried it through to York Street.

Philip Street, on the Scanlan survey, for Philip Evans, an old servant of the Scanlan family.

Eleanor and Patrick Streets were named for Mr. Scanlan's father and wife.

Streets opened since 1905 are: Hyatt Avenue, named for owner of property, runs from Grey to Hill Street and Hamilton Road; and Webb Street, after Thos. Webb, landlord of the old Wellington Hotel, runs south of South Street.

It is a wise city that provides for its parks before it needs them, when land can be had for the asking; but one cannot always tell just where the city will center itself, and London had two grants, which were afterwards turned into building lots—one in the north end, northeast of Lake Horn, the other in the south, between Stanley Street and the Railway track, extending from Wortley to Wharncliff Roads. Col. Mahlon Burwell deeded this land to the City for all time, to be called St. James Park. The name can still be traced in St. James Park P.O., the original name for London South, and in St. James Episcopal Church. The land deeded by the Crown for exhibition purposes, the old cricket square, formerly the Barrack ground, with its historic stump fence, was purchased for a park by the City, and formally dedicated with the name of Her Most Gracious Majesty Victoria by Governor-General Lord Dufferin in 1874. Salter's Grove was purchased and held for some time, while the City Council discussed the desirability of locating a park. In 1879 it was enclosed and named Queen's Park, and a special committee appointed to attend to its improvement and preservation. The completion of the waterworks system, in 1877, gave birth to Springbank Park, and the building of the London and Port Stanley Traction Road laid the foundation of Alexandra Park, near Lambeth, in 1906.

While her splendid road and railway system, her commercial enterprise, and her educational advantages have fulfilled Simcoe's prophecy of the Metropolis of the West, London is even more proud of her wide and shaded streets, her grassy lawns and boulevards, and her splendid parks, which make good the claim to her favorite title,

“THE FOREST CITY.”

The Great Western Railway

COMPILED BY MISS GILKINSON FROM PAPERS
LEFT BY HER FATHER, THE LATE COLONEL
GILKINSON, OF BRANTFORD, AND READ
BEFORE THE SOCIETY, DECEMBER 15TH, 1908

Breaking Ground in London

On Saturday, 23rd of October, 1849, the ceremony of breaking the ground for this great national undertaking was celebrated at London. (a)

The directors of the Company having previously intimated their intention of commencing the work on that day, a grand public demonstration was held. Daylight broke on the eventful morning in all the splendor of an October day in Canada. From a very early hour the streets of London gave evidence of a holiday. The shops were decked out in their best style, and innumerable wagons filled with the hardy lords of the soil, and their merry families, poured into the town. At 12 o'clock the stores were closed; and shortly after the procession began to form at the Courthouse Square. About 1 o'clock, Sir Allan McNab, President, and Messrs. Tiffany and Carrol, Directors, came on the ground with Mr. Goodhue, and were led to their places in the procession. The band struck up its joyful notes, and the different bodies filed off the ground in the following manner, under the direction of Capt. Wilson, marshal of the day:

The Rifle Company, Artillery, Band of Music, the Temperance Society, the Freemasons, Pres. of Board of Police and Members, the Sheriff, County Judge, District Council and Wardens, Treasurer and Clerk of the Peace, Magistrates, the President and Directors of the Railroad Com., the contractors, Col. Talbot and invited guests, the committee, the Odd Fellows, the National Societies. Visitors and inhabitants of town and district not included in the above.

The Cortège moved along Dundas Street to Richmond Street, when it turned up north, passing the barracks and crossing the bridge at Lake Horn, and came to a halt on the left side of the road about a mile from the Courthouse. (b)

The windows of the houses were crowded with the fair daughters of London, and the procession moved on through the cheers of the crowds. The reader must remember that this event was in the year 1847. On the ground, preparations had been made for the ceremony; a wide space had been cleared in the forest around, and stands erected for the guests. The logs gathered from the clearance were

piled around. These forest galleries were crowded with people, and the ladies' stand was thronged with the beauty and fashion of the metropolis of the far West. The riflemen kept the ground clear in the center, and as the procession arrived the several bodies took up their stations around and inside of the large circle, forming, as it were, a spacious amphitheater. The number present was from four to five thousand persons. The whole scene was a splendid spectacle. The work which had drawn that mass of people together, the thought that this was the first attack on the Canadian forest by the steam engine, the blessings enjoyed by this country, were all summoned to memory by the happy, comfortable, prosperous people around, many of whom had recently come to Canada. The proceedings were opened by the Hon. George J. Goodhue, who made an excellent address. He drew a contrasted picture of what the country was a few years ago and now. They were going to have a steam railroad through the country, whereas now they had to travel by stage coaches. He alluded with great feeling to the appearance of Col. Talbot amongst them; he was the father of the settlement, and had to cut his way fifty years ago through a dense forest, and lived to see the land in the hands of the first-comers and having the comforts of an old and wealthy country. Mr. Goodhue then introduced Col. Talbot, who was to open the ground. The venerable gentleman then came forward, and, amid cheers, took the spade and inflicted the first wound on mother earth of the town of London, Canada West. The spade and barrow were the instruments chosen for the occasion. The usual ceremonies having been gone through, the thundering applause of the crowd, and a salute from the artillery battery echoing far and wide, told that the Great Western Railroad had been actually commenced. Col. Talbot said he congratulated them on the wonderful progress made throughout the country, and especially in his own district. He had spent his life in the London district, and felt great joy in the success of the great railroad. He concluded by thanking them for the great honor they had done to him; his days of speech-making were over, but that God would bless them in this and all other undertakings, was his heartfelt wish. Col. Talbot sat down amid loud and long cheers. Sir Allan McNab followed. He thanked the people of London for the good will they had shown to the company and the cordiality and spirit with which the demonstration had been got up; it was the people's cause the directors were engaged in. Sir Allan was loudly cheered. Ed. Matthews, Esq., then addressed them; it was an excellent speech. Geo. S. Tiffany, Esq., followed next; his speech was also to the front. Charles B. Stuart, chief engineer of the Company, was then introduced to the audience. He wound up by an energetic appeal to the people of Canada to put their shoulders manfully to the wheel, and the work would soon be carried through. The day was now well advanced, and Mr. Goodhue closed the

proceedings by calling for three hearty cheers for the Queen. The procession filed off the ground and returned to town, where it broke up. The whole demonstration passed off admirably, with the exception of the breaking down of the stand of the directors and guests, which only gave rise to some small jokes; no bones were broken. Not the slightest accident occurred to mar the general enjoyment.

In the evening a public dinner was given by the citizens of London in honor of the occasion. It was held at the Western Hotel; and at six o'clock about 120 gentlemen sat down. The spacious dining-room of the hotel was extended by throwing into it the large front room; there were two long tables, and a cross table for the chairman and all guests at the top of the room. The tables were beautifully ornamented and brilliantly lighted up with candles and sperm-oil lamps—gas and coal oil not being made in Canada in those days. Mr. Goodhue occupied the chair, supported on the right by Col. Talbot; Col. Horne, 20th Regt.; H. C. R. Becher, Esq.; Col. Airey and E. W. Harris, Esq. On the left, Sir Allan McNab; Major Fraser; L. Lawrason, Esq.; John Harris, Esq.; G. S. Tiffany, Esq.; Col. Askin; E. Matthews, Esq. At the top of the side tables were observed Mr. Sheriff Hamilton; Dr. Anderson; Charles Monseratt, Esq.; Mr. Peter Carrol; Jasper T. Gilkinson, Esq., Secretary of G.W.R.; C. B. Stuart, Esq., of Hamilton. There were present in the room a great many gentlemen of high standing and influence. The dinner was excellent. (c)

Messrs. Paul and Bennett deserved high credit for the dinner.

The cloth having been removed, Mr. Goodhue called on the company to fill their glasses, and proposed the first toast, the health of Her Most Gracious Majesty The Queen. The second toast was to Prince Albert and the Royal Family. Song by Mr. Wells. Third Toast, Governor-General of Canada. The Army and Navy. A song from Mr. Wonham. Col. Airey returned thanks for the Army, and Mr. Harris for the Navy. The next toast, for the President of the United States, Mr. Stuart returned thanks. Mr. Goodhue then gave the toast to the Railway Company. Sir Allan replied in a long speech; and before sitting down, he begged to be allowed to give a toast. About thirty years, in 1827, he (Sir Allan) and a party forced their way through Hamilton to London, to open a Court. It was with great difficulty they procured a shed to make their headquarters, and they found it was the property of their present worthy President, Mr. Goodhue. The change since then was miraculous. Who would have thought of seeing this splendid edifice erected at this early day, such as the town of London now boasted of! He proposed the health of Mr. Goodhue and the Town of London. Mr. Goodhue thanked them for the honor they had done him in associating his name with the town of London. He had come to the Talbot Settlement when he was twenty-one years of age, and

he must say he never regretted it. The Chairman shortly afterwards rose and said they had heard of all the oldest inhabitants—that ubiquitous gentleman who was always quoted as an authority. In Winter it was as cold as the oldest inhabitant ever remembered it, in Summer it was warmer than he had ever before experienced; but somehow or other no one ever met the gentleman in proper person. To-day, however, said Mr. Goodhue, “I think we have been more fortunate. I really think we have caught the oldest inhabitant this time.” (Loud cheers.) The Hon. Thomas Talbot emigrated to Canada in 1799, and founded the Talbot Settlement in 1803; and he (Mr. Goodhue) believed that no settlement in the country had been so perfectly successful as this. (Hear, hear!) Col. Talbot had left his country to benefit the poor man; he submitted to privation of every kind to attain his object; and he deserved the cordial thanks of the whole country. In Col. Talbot’s presence he would say no more, but call forth a hearty response to the health of the Hon. Thomas Talbot. Long and loud cheers greeted this toast. Mr. Choote Stanley sang in good style, “The Fine Old English Gentleman.” Col. Talbot then arose, and said, “I thank you, gentlemen, most heartily for the honor you have done to me this day. I have witnessed a scene which I can never forget, or hoped to behold in this settlement. It is an event never to be forgotten. I believe I am the oldest inhabitant. I have slept on this spot 55 years ago, when my best friend was a porcupine. We were often excessively hungry in those days, but we all used to declare that we never were so hungry as the night we ate the porcupine. (Cheers and laughter.) What a change has occurred since then! Now I see different beings around me—no porcupine—no bristles—but in their place a company of half-civilized gentlemen. (Laughter and cheers.) I wish you, gentlemen, all prosperity, and when I am laid under the sod, may you go on progressing. (Cheers.)

A toast for the Chief Justice and the Bench and Bar of Upper Canada. Judge Givins replied; and Mr. Becher responded for the Bar. He felt the toast was a very proper one on such an occasion; the Bar was an honorable institution of the Country, one of the chief safeguards of the liberty of the subject (laughter and cheers). I see, said Mr. Becher, that some gentlemen present are ignorant of the true position, the high importance of the legal profession; but notwithstanding, I am well assured that all reflecting men must feel that the Bar is one of the best palladiums of the rights and privileges of the people. (Cheers.)

The Chairman then gave the toast, “The Countess of Elgin and Fair Ladies of Canada,” three times three. The song, “Here’s a Health to all Good Lassies,” was sung in good style by Messrs. Street, Spalding and Wells, and Col. Talbot returned thanks.

The Press, Mr. George Brown replied. He said he did not come prepared to make a speech, as he thought Mr. Cowly was more competent; but it seemed Mr. Cowly suddenly disappeared, so left him (Mr. Brown) in the lurch. He was delighted to be here; and as a newspaper man he would do all he could to help the G. W. R. Why, sir, railroads (and especially this G. W. R.) have been our difficulty. There is not a nook or corner, there is not a hundred-acre lot in Western Canada, that the good folks who inhabit it are not thoroughly convinced is the very spot for the iron road to pass over. (Laughter.) Letters and long communications without end have been poured in on us from every direction, threatening the most fearful consequences unless the editor would come out for each man (laughter); and, sir, though I cannot say that these documents had much effect, yet I am free to admit that they caused us great annoyance. Such meetings as the present have a tendency to awaken a nobler spark; and when the great undertaking now commenced is operating, we will have a great national work of which we will all feel proud; and when we see thousands of our neighbors sweeping over our country, and dependent on us in a measure, we cannot fail to rise in our own esteem as a people. The toast, "Agriculture and Commerce," was replied to by Mr. Lawrason. "Education" was responded to by Mr. Elliott, District Superintendent of Education (afterwards Judge William Elliott). Mr. Spalding then gave the toast, "The Ladies," which was enthusiastically received. The party afterwards broke up happily, and well in the early hours of the morning. Thus ended the first great event in Canadian railroad history.

The Opening of the G.W.R. at Detroit, January, 1854.

The completion of the Great Western Railroad was celebrated at all points of the line during the second week of January, 1854. It had taken seven years in building it from Niagara Falls to Windsor. The completion of the Eastern Division had been celebrated at Niagara Falls and of the center at London. The people of Hamilton and Detroit had the honor of uniting in the final ceremonies. The Detroit Jubilee took place on Tuesday, 17th January, 1854. Long before daylight on Tuesday, the guests from the state of New York, to the number of four hundred, arrived from the Falls. So numerous had been the invitations in Hamilton and Toronto, that a second train was found absolutely necessary. Shortly after 7 a.m., the entire party, mustering nearly seven hundred, were on their way; more came on board at Dundas. The hills of Dundas were crowded with people, including old Mr. Klotz, of Preston Springs, to see the

trains pass on their way to Windsor. At Paris, Woodstock and London more came on board, and on leaving the last-named place, twenty-four cars were densely packed. The day was fine, and the track in excellent order. The first train reached Windsor before 5 p.m., and was greeted with an artillery salute from the Detroit shore. A deputation from the city was in waiting at Windsor, and all crossed in the ferry to the Dominions of Brother Jonathan. The reception was most cordial, and thousands of people greeted their guests on landing with hearty cheers. Militia Companies, both Cavalry and Foot, in splendid uniforms, formed a guard of honor; and also the Fire Companies with their engines. Every place was illuminated, as well as the immense freight shed of the Michigan Central Railroad Company, in which the dinner was served. This immense room was fitted up in a truly magnificent manner, and seated two thousand people. The dinner was prepared by our old friend, Cole Biddle, of the Biddle House. Two thousand half-famished guests did full justice to it; hardly one of the party had seen food or drink for twelve hours, and the way that the knives and forks were made to move, and the plates cleaned, and the champagne corks fly, must have been perfectly astonishing. The steamer Dart and the ferry boats were constantly plying between Detroit and Windsor, carrying over hundreds to the Canadian shore to welcome the guests that arrived by the two trains. The two trains of twelve cars each came in one after the other at Windsor, between 5 and 6 p.m., amid the cheers of the mass of people, mingled with the roar of cannon on both sides, and the waving of flags. The boats on the river were decorated with flags, which gave the whole scene a gay appearance. The new ferry boat, accommodating about a thousand people, brought over the guests, and it was crowded to the utmost capacity. They were greeted by the immense multitude at the foot of Woodward Avenue. On board were the Recorder, Alderman Ladue and U. Tracy Howe. The Waverly House, the Exchange, the Larned House and Johnston Hotel were particularly noticeable, each being a blaze of light from cellar to garret. British and American flags waved together. At 7 p.m. the guests were admitted to the dinner without any disorder, though it took an hour to seat them all. An imitation of a bridge and a locomotive was at the head of the center table; and in front of the chairman was a temple. They were objects of admiration.

After dinner, the first toast was for the President of the United States, responded to by Hon. Ross Wilkins, the band playing "Hail, Columbia!" He said: Heretofore we have been ice-bound and marsh-bound. If we wish to visit our friends in the east, we must start before the close of navigation; now we can go in winter as well as in summer. Many toasts and sentiments were offered. The company separated about 1 o'clock. The next day, shortly before 12 o'clock, the last ferry crossed to Windsor—the guests exchanging

parting cheers as the cars moved eastward. Everyone was pleased with the hospitality of the people of Detroit. Just fancy having to provide two thousand beds for the people in Detroit in 1854! They must have had a bed in every nook and corner.

Hamilton Demonstration, Thursday, 19th January, 1854.

Hitherto, not a single accident had occurred to mar this auspicious event in the final accomplishment of one of the most important works that has ever been made in the history of Canada. The excursion train from Detroit arrived here at 3 p.m., and was welcomed by a royal salute of twenty-one guns by our artillery. At 11 a.m. a public procession was formed in the Gore, headed by Alfred Booker as captain of Hamilton Artillery, accompanied by the company with their guns, in order of march, next. St. George's, St. Andrew's, St. Patrick's, and the Highland Societies followed; but we missed the piper, Mr. Grant, who was sick at his home. The different fire companies of London, Paris, Dundas, and Galt; our own brigade, hook and ladder; then the Mayor of Hamilton and the Mayor of Rochester, arm in arm; the magistrates and members of the City Council—all accompanied by their bands. The fair sex crowded every window and balcony. At the corner of James and King Streets the fire department erected an arch, and when the Mayors reached it, a halt was called, and Scott's Rochester Band immediately struck up the National Anthem amid cheers and waving of handkerchiefs. A call was made for Yankee-Doodle, to which the band responded amid cheers.

Universal regret was felt that Sir Allan McNab was absent, being confined to his bed. In the afternoon a deputation from the artillery waited on him, and stated that they wished to honor him with a royal salute, if his health would permit it. The gallant knight expressed himself highly gratified by their kind attention; and the whole company, accompanied by a large concourse of people, went up in the evening and fired twenty-one guns in honor of the father of the railway. Sir Allan briefly thanked them from his bedroom window, and after giving three hearty cheers, the whole crowd returned to the city. A dinner was given by the Fire Brigade to their guests in the City Hall, at 4 o'clock. Over six hundred sat down. The usual toasts were given amid hearty cheers and laughter.

The dinner given by the Mayor and Corporation took place in the Mechanics' Hall. It was 8 o'clock before the guests sat down. The Chicago train, with Milwaukee and Detroit guests, did not arrive

until 7.30 p.m. Mr. Davidson, of the City Hotel, provided the dinner, which was most sumptuous, and regardless of expense. The beautiful and spacious hall was comfortably filled. About three-fourths of the guests were from the United States. The chair was filled by the Mayor, Mr. Cummings; vice chair by Aldermen Clarke, Sadlier, Magill, and Councilor Sphon. The Rochester band was in attendance and it contributed greatly towards the pleasure of the evening.

On the removal of the cloth, the following toasts were proposed: "The Queen," "The President of the United States," "Judge Whipple, Chief Justice of Michigan," responded to by Gen. Rowan. The toast, "The President and Directors of the G.W.R.," to which Mr. Harris replied. The chairman next gave "Our Guests"; Mr. Meeker, of Chicago, responded, and the Hon. J. Hilliard Cameron replied on behalf of the Canadians. The sixth toast was to "Our City Member," Sir Allan N. McNab; W. L. Distin, Esq., responded. He felt sorry that Sir Allan was not present to answer for himself, he being ill. He believed that every man in the room would say Sir Allan had done as much as any man in the Province. (Cheers.) He was the greatest man (cheers), now that the railroad was finished. It was through the greatest efforts of Sir Allan that the road was built. I also may say here that the secretary, Mr. Jasper T. Gilkinson, deserves great praise for the arduous work he has performed. It was no easy task to be secretary of the Great Western Railroad, and for nine months the work was done in his private office, before the company had one of its own. To the toast for "The Mayor and Corporation of the City of Hamilton," the Mayor, Mr. Cummings, returned thanks. He said that the value of property had more than doubled since the railway began. Ald. Sadlier said the toast he would propose would be, he felt, received with pleasure. Those who knew anything of the road, knew that the work was deferred longer than was anticipated. American capitalists had come to our rescue and had thus been the means of inducing English capitalists to do so also. He would give the toast, "English and American Stockholders of the Great Western Railway." Mr. Brydges responded. Replying to the next toast, "The Mayor and Corporation of Detroit," Mr. Lothrop said he would not emulate that man who would not respond for his home. It would not be an Anglo-Saxon heart that would be unmoved by such a reception as this. Detroit was never disgraced but once; but he promised, as a Yankee Boy, it should never happen again. It was under the American Flag. (Great cheers and laughter.) Detroit was happy to be thus connected with Hamilton. There was nothing to divide her and her people from these broad provinces, save by a division of forms. We speak the same language, and are of the same stock. He would propose "The health of Canada and the States," and may good will flow, and intercourse ripen into a more intimate, social and commercial union.

Alderman McGill replied with feeling to the toast, "British Empire." Mr. Councillor Sphon proposed a toast, "The Press and the Railway Enterprise," to which Mr. Clark, of the Buffalo Express, responded. Judge Whipple, of Michigan, proposed "The State of Wisconsin"; Mr. Rufus Gain, from Wisconsin, replied. Chief Justice Williams, of Iowa, responded to the toast of "Our Canadian neighbors, our nearest and dearest foreign neighbors." He said he came from Iowa, the youngest and most westerly city of the American Union. He said he got into the crowd accidentally, but he discovered he had fallen fairly on the track. He gave a sentiment complimentary to the city of Hamilton, to which Alderman Carpenter responded. It was 2 o'clock before they broke up, all being happy and pleased over the celebration. Thus ended the first great event in the history of Upper Canada. (d)



THE FIRST LOCOMOTIVE, 1853

Notes by Cl. T. Campbell, Ex-Pres. London and Middlesex Historical Society

(a) The first railroad corporation in Canada seems to have been the Champlain and St. Lawrence Railroad Company, chartered in 1832—only a few years after the first locomotive was constructed in England by Stephenson. The object of the road seems to have been to connect Montreal with the nearest navigable water to New York; and in 1836 it commenced operations, running from St. John, near Montreal, to Laprairie. It was a wooden road, and operated by horse power. It commenced running in 1836, and was the first link in the chain that afterwards became the Grand Trunk Railway Company.

About this time, the people in London had their attention turned to railway matters; and as a result, on March 6th, 1834, a Company, called the London and Gore Railroad Company, was chartered by

the Legislature of Upper Canada. (4, Wm. IV., Chap. 29.) The following persons were the incorporators: Edward Allan Talbot, Thomas Parke, George J. Goodhue, Allan Napier McNab, Colin Campbell Ferrie, John McFarlane, Wm. Robertson, Thomas Gibbens, Lawrence Lawrason, Dennis O'Brien, John Scatcherd, James Hamilton, Joseph Cowley, Nicholas Gaffeny, Joseph L. O'Dell, John O'Neil, James Farley, John Jennings, Harvey Shepherd, John Kent, Albert S. O'Dell, Henry Shennick, Hiram D. Lee, William B. Lee, Burley Hunt, Nathan Griffith, Andrew Drew, Robert Alway, Peter Carroll, Charles Duncombe, Thomas Horner, Oliver Turner, E. A. Spalding, George W. Whitehead, Peter Bamberger, Manuel Overfield, James McFarlane, James Bell Ewart, Thomas J. Horner, Joseph Grier, G. W. Bremyer, Nathan Jacobs, Charles Goulding, Thomas U. Howard, Thomas J. Jones, James Ingersoll, John Young, John Wier, A. McDonell, William Bull Sheldon, Ebenezer Stinson, Samuel Mills, Peter Hunter Hamilton, Abraham K. Smith, Joseph Rolestone, Thomas Taylor, Henry Carrol, Calvin Martin, James Ritchie, E. Jackson, Jedediah Jackson, Welcome Yale, Luke V. Sopor, Ira Schofield, Mahlon Burwell, Andrew Miller, David Archibald McNab, William Notman, Matthew Crooks, Oliver Tiffany, Plumer Burley, George T. Tiffany, Edward Vanderlip, Oliver G. Tiffany, William Case, A. Smith, John Law, and Miles O'Reilly.

Nearly all these people, it will be seen, were residents of London, or vicinity. They received authority to construct a road of wood or iron, commencing at London, and extending first to Burlington Bay, and then westward to the navigable waters of the Thames and Lake Huron. It may be noted that early railroads were looked upon simply as portages to connect navigable waters. All the first roads chartered in Canada were of this description. London was made the headquarters, and the first meeting was appointed to be held in this town on the 1st Monday of April, 1834, providing £25,000 of stock had been subscribed. If not, then a special meeting was to be called whenever that amount was subscribed. The limit of stock was fixed at £100,000, issued in 8,000 shares of £12 10s. each. This amount to be doubled when construction from London commenced westward.

Government ownership of railroads was evidently looked upon by some people as a possibility, for by clause 22 of this Act power was taken for the Government, after 40 years, to buy out the Company at 20 per cent. premium, providing the road had been paying a dividend of 12 per cent.

The promoters of this Company found some difficulty in getting money, and the preliminary meeting for organization was not held until June, 1835, when a number of the shareholders met at "O'Neil's Inn," or the Mansion House, situated on Dundas Street, about where Perrin's Biscuit Factory now is. Thomas Cronyn was Chairman, and Wm. Robinson, Secretary. It was found that many

of the subscription lists that had been issued were not in, and it was impossible to tell who were the shareholders to any great extent. Those present, however, proceeded to organize, and elected seven directors, the understanding being that several of these would resign as soon as a full list of shareholders could be obtained, and make way for others, so that the board would be fairly representative of the different localities in which other holders resided. Difficulties still continuing in the way of obtaining the money, the directors of the Company approached the Legislature again, and obtained an amended Act on March 6th, 1837 (7, Wm. IV., Chap. 61). This Act changed the title of the road to Great Western Railroad Company, increased the stock to £500,000, and made provision for a government loan equal to three times the amount subscribed,—the loan not to commence until £1,250 of stock had been taken up, and the maximum of the loan not to exceed £200,000.

Authority was also given the Canada Company to connect Goderich with this line. The Niagara and Detroit Rivers Company had been organized a short time before, and it was also given authority to connect with the Great Western. In order to protect the government in its loan, provision was taken by another Act at the same session (7, Wm. IV., Chap. 62) to levy a tax on the districts of Gore, London and Western, in order to make up any deficit in the interest on the debentures issued by the Government for the purpose of assisting the railway. However, with all the help offered by the Government, this enterprise seemed to have been too big a scheme for the promoters to handle. The money was evidently not forthcoming, and the enterprise lapsed. But only for a time. In 1845 an Act was passed by the Parliament of the united Provinces (7, Vic. VIII., Chap. 86), reviving the original Act of incorporation, and amending it, reconstituting the Great Western Railroad Company. (This title was changed four years later to Great Western Railway Company.) The Act of 1845 gave this revived company, which included not only the original London and Gore, but also the subsequent Niagara and Detroit Rivers Company, power to build from London westward to Pt. Edward and the Detroit River, and eastward to Niagara River. The stock was placed at £1,500,000, to be issued in 60,000 shares of £25 each.

The first meeting was called for the 1st Monday in February, 1846, for the election of seven directors. Thus the Great Western Railway commenced, and in a short time it was enabled to start operations.

The people of Canada were very enthusiastic about railroads; but they did not have much money to invest. Out of 60,000 shares of stock in the Great Western, only 5,000 were taken in Canada; and 55,000 in England. One-fifth of the Canadian stock was taken by little London. The Canadian Government, however, was quite

liberal; for it advanced £770,000 under the Main Trunk Guarantee Act of 1849.

(b) The breaking of ground for the railroad, as described in the paper, shows that the ceremony took place on the vacant lot on Richmond Street, where Hyman's Tannery is now located, and this was evidently intended as the site for the station. How, then, was it changed? The original survey of the Great Western line was done with a view to economy. At the eastern end it passed along the high land south of Hamilton, thus escaping the heavy grade entering that city. At London it was intended to run through somewhat in the course followed by the C. P. R. subsequently; in this case escaping the expense of the Cove Bridge, and also much of the grade called Sifton's Cut. But the Company was in need of money, and Hamilton and London were important places, whose assistance could not be dispensed with. There was sufficient influence at Hamilton to bring the line down to its present location; and a similar condition existed in London. A resolution of our Town Council, passed on May 13th, 1850, asked Parliament to give municipalities power to take stock in this Company, and this was permitted by an Act passed July 24th, 1850 (12 Vic., chap. 129). London at once took £25,000 stock, which it held for several years, the Mayor being one of the directors of the Company. But while willing to take stock, a condition was that the station should be located on Richmond Street, south of Dundas. It is noticeable that at the ceremony of breaking ground, described in the paper, not a single one of the members of the town council is mentioned. Opposition to the location was already very pronounced. At a meeting of the directors, held in the beginning of 1851, a delegation from the town council, consisting of Messrs. Edward Adams, M. Holmes and M. Anderson, appointed for the purpose, attended, and pledged the town that if the depot was built on the site proposed by the latter, it should not cost over £2,500; and at the meeting of the Council, in March 3rd of that year, they, by the casting vote of the Mayor, assumed the responsibility.

The Council had previously suggested the land used for market purposes at that time, on the north side of Bathurst Street, east of Richmond, as a suitable site; and this being accepted by the directors, the Council, on the 15th March, 1852, ordered the land to be cleared for the use of the railway by removing the market building to Wellington Street, near the corner of King, where it was placed in the middle of the street. The directors found that they could not do without London's contribution to the stock, and consented to the wishes of the municipality, though by so doing they materially increased the cost of construction as well as of maintenance.

(c) The bill of fare is a cumbersome document, printed on a thick sheet of paper fourteen inches long, with a heavy border, and surmounted by what is supposed to be a representation of a railroad

train, the passenger coach being a facsimile of the ordinary stage coach of the time. The face of it reads as follows; the reverse gives a wine-list of sixteen articles.

WESTERN HOTEL.

PAUL AND BENNETT.

RAILROAD DINNER.

BILL OF FARE.

London, October the 23rd, 1847.

Roast.

Beef, Pork, Veal, Lamb, Mutton, Turkey, Chicken, Ducks, Geese.

Boiled.

Turkey with Oyster and Cranberry sauce, Ham, Corned Beef,
Chicken, Tongue, Calf's Head, Mutton and Veal.

Vegetables of the Season.

Cole-slaw, Tomatoes, Cress, Celery.

Pastry.

Pies—
Apple, Cranberry,
Mince, Pumpkin.

Puddings—
Rice, Plum,
Apple.

Fruit and Nuts.

Grapes, Raisins, Almonds and Walnuts.

(d) The first train came into London, Thursday, December 15th, 1853. It was a dull day, and the weather was by no means summery; but the people were out on the streets watching for it all the day. It left Hamilton early in the afternoon, and the evening shades were gathering before it arrived. It carried some of the leading officials of the Company; and had for engineer, John Hall, who was subsequently killed in a railway accident at Bothwell, in 1862. The fireman was Thomas Brock, who subsequently kept a fish stall in the London Market. Mr. Wm. Bowman, of London, was on the train in an official capacity; and gave this graphic account of the first trip, in the London Advertiser of December 19th, 1903.

" As I remember it, the weather was cold and raw, and the mud along the line was simply appalling. I was mechanical superintendent of the Great Western Railway at the time, and came in my official capacity on the first train to London.

" The train consisted of a locomotive and a couple of cars ; and besides myself, General Manager Brydges and Construction Engineer John Clark were aboard. Mr. Clark was the man who built the road, and was also state engineer of New York.

" We left Hamilton, where I was living at the time, early in the afternoon, and it was near dusk when we arrived at London. The time was very slow, slow even for those days, owing to the condition of the roadbed ; and it was my opinion at the time that it was a foolhardy notion to attempt the trip on such a roadbed. The rocking of the coaches was frightful, and I thought at times we would go into the mud in the ditch.

" We stopped at all the stations along the line, but it was difficult to leave the coaches, as there was no platforms as yet erected, and the mud was too deep to wade into. Woodstock was the largest place between Hamilton and London in those days, and it was small enough to be ridiculous.

" We made the journey without incident, however, and upon our arrival in London we were met by a large crowd of people, who had awaited our coming. There was a great cheer from those present, and then we were met by Mr. Edward Adams, who was mayor of London at that time, and a number of councillors and prominent citizens, and escorted to Mr. Adams' residence, where a banquet was tendered the railway officials.

" I well remember the speeches of the evening, and how pleased the people were to have railway connection with the east. Previous to the entry of the Great Western Railway into London, the only connection the city had with the outside world was by stage coach, and these coaches were principally owned by a Mr. Kiely, who afterward owned the Toronto street railway. The stage coaches made their stopping-place at the corner of Dundas and Ridout streets, at the old Robinson Hall.

" The station at the time was a little frame building, which was shortly afterwards replaced by the present structure. The roundhouse, however, stood the same in 1853, when I first saw London, as it stands now."

It may be added that this seems to have been the first train operated in this Province. The first train on the Grand Trunk, from Montreal to Brockville, ran on November 19th, 1855 ; and the line was opened into Toronto, October 27th, 1856. The Northern Railroad commenced operating between Toronto and Collingwood in 1855.

The Caradoc Academy

BY REV. JOHN MORRISON, ALVINSTON

MARCH 16, 1909

This fair Province of Ontario was not settled or cultivated in any part, save a narrow fringe of French along the shores of the Detroit River and Lake St. Clair, an offshoot of the Cadillac colony at Detroit, until the year 1784, when the several provincial corps doing duty in the Province of Quebec were reduced, and, together with many United Empire Loyalists, established themselves in this Province, chiefly along the River St. Lawrence and the Bay of Quinte. Following this came some of the men who had served under Colonel Butler in "Butler's Rangers," and other disbanded troops and loyalists, a list of which we have, totalling one hundred and twenty-eight, asking for (and their request was granted) a location on land in the southwest portion of the County of Essex. This was within the years 1787 to 1790. In 1803 Colonel Talbot founded in Elgin County the Talbot Settlement; and the same year Lord Selkirk sent one hundred and eleven of his Highlanders, who founded the "Baldoon" Settlement on the Sny Cartie. The Canada Company, under John Galt and Colonel Wm. Dunlop, settled the "Huron Tract" in the late twenties. Thus was the skeleton of our provincial body builded joint by joint.

The education of the children of the colonists very early commanded the attention of those in authority (Crown Lands Report, 1900; p. 71). On February 7th, 1789, proclamation was made from the Council Chamber, Quebec, for the government of the Land Office Department. In these instructions, a town plot one mile square was provided for in each township, and in that town plot there was to be a lot on which should stand "a common schoolhouse," "a town park for one schoolmaster, common to the town" (this was to contain twenty-four acres), also "a glebe for one schoolmaster, common to the town"; and in the township, "one farm lot of two hundred acres for the schoolmaster."

Educational difficulties and peculiarities were apparent in that far-away time. In a letter from the Anglican Bishop of Quebec, dated 19th October, 1799, his Lordship calls attention to the disadvantage under which the Province has long labored from the want of schools (Dom. Archives, 1892; p. 22). The report which accompanied this letter considered the requirements of three classes of schools. "(1) The parish schools to teach reading, writing and the keeping of accounts. (2) Grammar schools, where pupils of the *middle class* may learn to speak and write their mother tongue with critical precision, and to acquire such a knowledge of foreign languages, living and dead, as may be useful in their future career. (3) A superior seminary or university, where youths of a *higher rank*

may receive an education to fit them for the important and dignified stations to which their situation in society authorized them to aspire."

In 1800, on the 1st of November, Lieutenant-Governor Sir Robert Shore Milnes, in a letter addressed to the Duke of Portland, (Dom. Archives, 1892 ; p. 9), says: "However excellent in itself the new constitution may be which His Majesty has graciously been pleased to grant to the Province, I conceive the foundation of it must rest upon a due proportion being maintained *between the aristocracy and the lower orders of the people*, without which it will become a dangerous weapon in the hands of the latter. Several causes at present unite in daily lessening the power and influence of the aristocratical body in Lower Canada."

That this same idea of the *classes* versus the *masses* was carried into Upper Canada when, in 1798, Quebec was divided into Lower and Upper Canada, appears from the documentary evidence (Dom. Archives, 1898 ; pp. 65, 71). Under date 12th October, 1831, Rev. Dr. Strachan reports that "the buildings erected for Upper Canada College and Royal Grammar School are nearly completed." Under date 12th December, 1831, Sir John Colborne reports to the Right Honorable Lord Viscount Goderich on education as follows: "The school lately established at York for the instruction of the youth of the Province in the Greek and Latin classics, English, French, mathematics and design, is conducted by a principal and seven under-masters. The day scholars receive their education at the school for £8 per annum, and boarders may be accommodated at a boarding house of the establishment for £25 per annum. The seminary is styled Upper Canada College and Royal Grammar School. About 120 pupils from different parts of the Province have been admitted. The institution is under the Lieutenant-Governor and Board of Education. An institution, supported by His Majesty's Government, is also established at York for the instruction of *the children of mechanics and laboring classes* ; it is called the Central School, and about 300 boys and girls generally attend."

By these things it is so clear that "He who runs may read," that it was the determined intention on the part of the powers that were to build up an aristocratic class as separate from the *hoi polloi*; and the school system, paid for from the public funds, was to be used in the furtherance of that scheme. Well might the ploughman bard of bonnie Scotland say—

"The best-laid schemes o' mice and men
Gang aft a-gee,"

and, to-day, over their cherished plans might be written, "Ichabod"; for the democratic life of the founders of our country, largely begotten by a somewhat common condition, irrespective of the past in family lines, frowned upon such attempts at segregation along arbitrary lines. Nevertheless, at the time, it exerted its influence, and

proved, possibly, the largest factor in bringing into being some, at least, of the numerous private schools that were established. Ex-Minister of Education, now Senator, Ross, in his "School System of Ontario," says: "It should not be forgotten, however, that private schools, as local necessities warranted, were established, some of them conducted by men with a university education."

The Caradoc Academy, one of the best private schools in the Province, was situated on the Longwoods Road, some five or six miles west of Delaware. The founder and principal of the Academy, William Livingstone, commonly called Squire Livingstone (he being in later years one of Her Majesty's magistrates), had taught in the schools of Caradoc and Ekfrid for some years, and having acquired a farm on the west side of the Longwoods Road at the point indicated, he, in the year 1833, opened the Academy. It was a residential school with provision for eighty pupils, and at one time the attendance was as high as eighty-eight.

Principal Livingstone was a Scotchman, bred and born, and brought up a Presbyterian, but became an Anglican, and a most determined supporter of that church. He was a man of stout build, medium height, with a florid face. His wife was a confirmed invalid and seen by only a few of the boys, but described by one still living as "a dear old lady." His sister, Mrs. Ross, a widow, was matron and housekeeper.

The house was a two-story one, with several wings added to the original building, and wide verandas all around it, and surmounted by a belfry in which hung a bell by which the general proceedings of the institution were regulated, and which, as will be later shown, lent itself to the mischievous tendencies of the pupils. On the ground floor was the school kitchen, parlor and dining-room. The second story contained the dormitories where the students slept. Each sleeping-room had five or six double beds.

An extensive campus or playground, finely adorned with ever-green trees, separated the house from the school, which, like the house, was a frame, and painted white. The school building was one story in height and forty by sixty feet in size. Back of the campus were the farm barns, still standing, the only buildings in evidence of what was once one of the first schools in the Province from which students matriculated for the higher work of the university.

The Academy was purely a boys' school, and one of the students says: "I can fancy the horror of our Domine if anyone had suggested the admission of a girl into our school. We did not have any romances, being of the opinion that women were a decided nuisance, and therefore to be avoided—except at meal times." *

* Mr. W. F. Bullen, of London, says that when he attended the Caradoc meetings, in the forties, girls were admitted, and mentions the names of several London ladies who were students there.—Ed.

The regular daily routine has been given me by one of the students. At six o'clock the bell rang out its warning, and before that note no boy was allowed to rise or make any noise in the dormitories. At the sound of the bell every boy must rise, dress and wash, the latter being done on one of the verandas downstairs, where there were about twenty tin wash-basins, then hurry back to his room, brush hair and clothes, adjust collar and tie, and present himself ready for the duties of the day, which began with prayers in the dining-room at 6.30, conducted by the Principal. Then the students were marshalled outside, and four abreast, the Principal leading, the other teachers bringing up the rear, they were marched to the school, where classes were held until eight o'clock. At that hour the bell rang for breakfast, when in the same order they were marched back for that meal. The places at the table during meals were assigned according to merit in the classes, so there was continuous change in the placing of the boys at table. The food was wholesome, abundant, and well served. A rigid observance of the laws of etiquette was required by Principal Livingstone of the students at meals, demerit marks being given for neglect in that line, which entered into the total in their school count. Thus they were taught good table manners.

Eating, like everything else at that school, had to be done quickly, so that a new boy only secured a few mouthfuls the first meal; about a half meal the second; and, the necessities of hunger driving him, he usually fell in line about the third. As there was no waiting one on another, and when the Principal ordered "return thanks," they stood not on the order of their going, but went at once, each boy repeating a set form of "returning thanks," the while he hastened from the dining-room.

Until the nine o'clock bell rang they played; and they had to play as they worked: the Principal saw to it that there were no laggards. It was the strenuous life in real earnest. The military order of going to and from the school was repeated at each session. The forenoon classes continued until twelve, noon, when they were marched over to the house and given a lunch in hand, usually of bread and butter; then games and sports on the campus until half-past one, when dinner was served. This was the meal of the day, a full half-hour being given to it. Lessons again until five, when tea was served; play until six, during which the servants cleared the dining-room, to which they were again called, and there studied until eight-thirty, when they were free, unless taking drawing, when the half-hour until nine was occupied in that way. At nine, sharp, the retiring bell rang, when every boy (save the Sixth Form, who might remain up until ten), retired at once.

The school had three double desks running the length of the room, at which the boys sat facing each other, while a row of desks ran around the outer wall; the staff of four teachers were engaged in teaching in different parts of the room at one and the same time.

On the Sabbath, the students (the older ones, at least) were driven in two large covered conveyances to the Anglican Church at Delaware, where the Squire had a block of pews reserved for his boys. Every second Sunday, Archdeacon Flood in the afternoon conducted service at the Academy.

Baseball and cricket in the summer, and in the winter (on a large pond in a near-by field on the farm) skating and shinny were popular games. Cricket matches were held between the Academy students and those of the London Grammar School. Match days were school holidays, and most intense excitement prevailed among the students, followed by great rejoicing on a victorious ending, and corresponding depression of spirits when defeat came to their colors.

No romance and no tragedy was ever known in the Academy—the rigid discipline of the Principal precluding the possibility of either.

In his large covered conveyances, the Principal was accustomed to take the students in relays to points of interest and beauty in the vicinity; and at intervals of two months each student was taken to London. These excursions were on Saturdays, and took away from the monotony of rigid routine life in the Academy.

A fine code of honor was maintained in the school; and while in the heat of passion caused by some boyish prank, the Principal would offer five dollars to anyone who would point out the guilty party, that tempting fortune to many a schoolboy was never claimed; and when he had calmed down, the boys all knew he was proud of them because they had not told. A talebearer needed only one lesson; and occasionally a new boy proved to be a telltale. The Principal would listen attentively to what he had to say, then invite him to wait and hear the confession, and witness the punishment of the party complained of. This he did, thinking he had won golden opinions from the Principal. The guilty party having received punishment commensurate with the offence, the Principal would then give his undivided attention to the informer; in a curt, terse lecture, tell him what a despicable mortal a sneak and telltale was, and then proceed to give him the thrashing of his life. On leaving the presence of the Principal, the sixth form would be "laying" for him; and by the time they had done with him, he was soundly converted to the code of ethics of the Caradoc Academy, and could be depended upon not to repeat his heinous offence.

Here are brief character sketches of the Principal and his staff, condensed from items gleaned from students of the old Academy, during some of the twenty-four years of its existence, during which it drew students from as far as Windsor, on the west, and Quebec, on the east, being recognized as the foremost school of its class in the Province.

William Livingstone, Principal—a Scotchman of medium height and strong build, with a florid face; a good English scholar with some knowledge of Latin; a rigid disciplinarian who would and did flog his students unmercifully; but a man who prided himself in being perfectly just, and who instilled into his boys a splendid manly

spirit; and in spite of his harshness at times, says one of his students, "we rather liked the old boy." Liquor was kept in the cellar, as was customary then in most homes, but it was used only with which to treat visitors, and never at the table during meals, which the Principal and his staff took with the students. An unwritten law of the school was that differences in opinion might be settled with the fists in true prize-ring style, the sixth form always to be depended upon to see fair play; and after such contests, the contestants must shake hands and be friends again, the Principal never interfering on such occasions. "In fact," says one, "it was quite certain the Principal, if in sight, would be diligently scanning the horizon in another direction." He was a typical Scotch Domine such as is pictured by Scott and other old-world writers, and we shall never see his like again. He made it a rule never to punish a boy his first day in the school; but the older students had an initiatory ceremony through which they put the greeny, that usually made him sorry he was not under the lash of the Principal instead. He gave his students six weeks' holiday in midsummer, commencing July 1st, and two weeks at the Christmastide. Most of the students went to their homes at those times; but occasionally some from the greatest distance away spent the holiday as guests with their comrades in homes not so remote.

One of the peculiar rules of the school which flavors of Dickens' picture of Dotheboys Hall was this: "Once a month was medical Saturday, when each pupil had a dose of salts and senna, whether he required it or not."

One of his students recently told us that no father of that day needed to hesitate about putting his son into the charge of Squire Livingstone, for his high code of honor, exact justice, and rigid discipline would develop, if anything would, every manly quality of which the boy was possessed.

Another teacher was H. F. Ellis, a Trinity College, Dublin, man. "A very formidable character—tall, slight, and gentlemanly."

Mr. Handy was another teacher; of medium weight, dark complexion, and no peculiarities, but a good teacher and disciplinarian.

Permit us to give, in his own words, in a personal letter, by one who spent three years in the Academy, a character sketch of another: "John Anderson, M.A., the classical master, one of the best Latin and Greek scholars that I have ever met. A tall, lank Scotchman, with a big red nose, which he used to fill with snuff by the handful, and which he used to blow like a trumpet sounding the charge for a cavalry regiment. Withal, the simplest, kindest-hearted mortal I have ever known, who firmly believed in ghosts, fairies, pinkies and other supernatural appearances. Like the Principal, who was a devoted chess-player, and every evening played a game with one of the staff or senior pupils, his one recreation was chess. He used to sit and glower at the chessboard until I thought he was going to sleep. Of all the masters I have ever

been under, I loved poor, simple John Anderson the best. If you felt like telling him the most improbable tale, poor man, he would ejaculate: "*Oh, aye ; fair wonderful!*" He never punished a boy whilst I was there, although numbers of them richly deserved it for the tales they would cram him with."

The same student tells us of the putting on, at one of the Christmas examinations, Shakespeare's *Julius Cæsar*, "when we were supposed to have covered ourselves with glory, by the way we sported and strutted on the stage (improvised in the schoolroom). I have no doubt it was the most vilely-acted play, but even Henry Irving could not be so proud of his successes as we were that day."

The usual pranks of schoolboys were common. Slipping the linchpins from the farm wagon, when some hired help had displeased them by telling tales, so the wheels would come off and drop the load on the ground. Under cover of darkness, bringing in over the verandas, in pillowcases, apples bought or commandeered from neighboring orchards. Cutting the cords on the old-fashioned bedsteads, so that when a boy lay down for the night everything would drop to the floor. Through the upper windows climbing out on the veranda, then gaining the roof, fastening a fine cord to the clapper of the bell, bringing the cord through the window, which was lowered, leaving room only for the cord to play, then under the foot of the bed and bedclothes and fastened to some boy's foot, who manipulated it to the disturbance of the entire school and the driving to the verge of apoplexy through anger, the Principal, who vainly tried to find out the culprit. When the search became too hot, the cord was let go, and next morning would be found floating on the breeze.

At one closing for Christmas some boy with more mischief than ordinary, and a dark spirit of cruelty to boot, put up a stunt unequalled in the history of the school. Having fastened a line to the bell clapper of sufficient length to reach the ground, he fastened a number of short pieces to the ground end, then a fish-hook well baited with fresh beef to each of the short pieces and dropped this formidable preparation over the veranda to the ground. The Squire kept a large number of cats, and for these it was prepared. In a very few minutes every cat had a piece of meat and a fish-hook and each one going his several way, while the ringing of that old bell woke the slumbering echoes of all past time, to which was added the caterwauling of the cats. It was the eerie hour of midnight, and the passionate voice of the justly irate Squire could be heard, in lulls of the storm, trying to unravel the mystery, not knowing but what his whole colony of cats had been suddenly seized with madness. Fortunately for the perpetrator, he was never found out.

In 1857 the Caradoc Academy went out of business. It was destroyed by fire—set, it is generally maintained, by some pupil smarting under the severity of punishment meted out to him by the rigid Principal.

Says one of the students, now an honored Judge in this Province, "I believe that our boys were as fine a lot of independent, manly fellows as were then in the Province." The school filled a place in the foundation-laying of our country, and put its stamp on many who have been, and some who still are, men to be accounted with in the public life of Canada.

After the burning of the school, Squire Livingstone took up conveyancing and kindred work in that community, and moved his residence to Delaware Village.

A letter from the Department of Indian Affairs states that "Mr. William Livingstone was appointed Indian Commissioner and agent to the Oneidas of the Thames on January 25th, 1864, and served in that capacity without remuneration until August 6th, 1873, when he was appointed by His Excellency the Governor-General in Council agent to those Indians, as well as to the Chippewas and Munceys of the Thames, at a salary of \$400 per annum.

"Owing to ill health, Mr. Livingstone tendered his resignation on October 13th, 1876, but his death occurred on the 23rd of that month, four days before the Order in Council retiring him from office had passed. Mr. Livingstone therefore held the position of Indian Agent for the Indians mentioned up to the time of his death."

Mr. Livingstone's grave, also the grave of his wife, is in the Anglican cemetery in the village of Delaware. The square plot is surrounded by iron poles, chains and anchors, supported by four posts, but there is no stone or monument to his memory, or to mark the place. It would be fitting would the surviving students unite together and erect some monument to his memory in the plot where he lies buried.

The record in the register of the church in Delaware reads: "William Livingstone, Indian Agent. Buried October 26th, 1876. Aged 73 years."

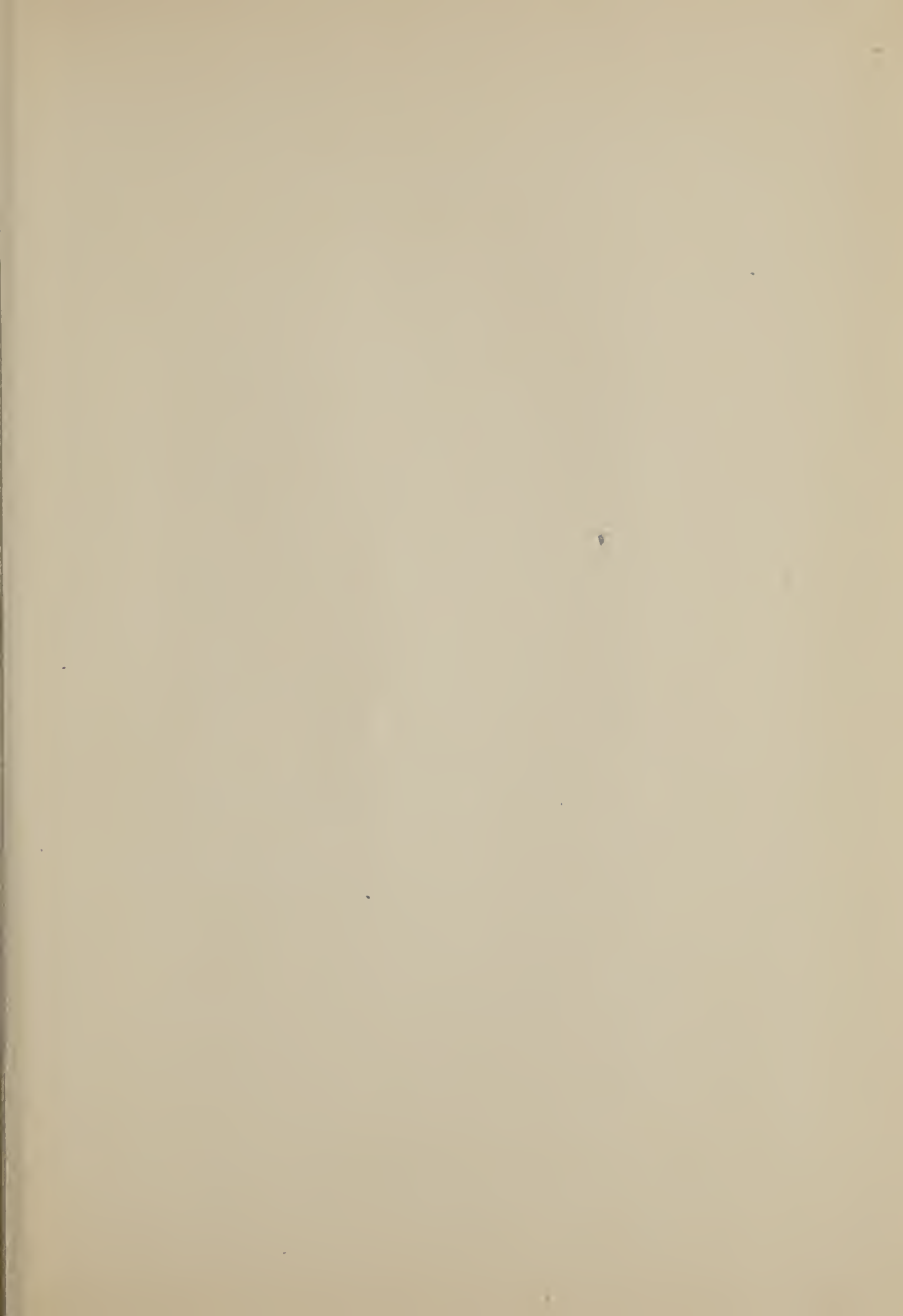
Two men, I understand, are still living at Delaware who acted as pallbearers at his funeral.

Old times are changed, old manners gone.

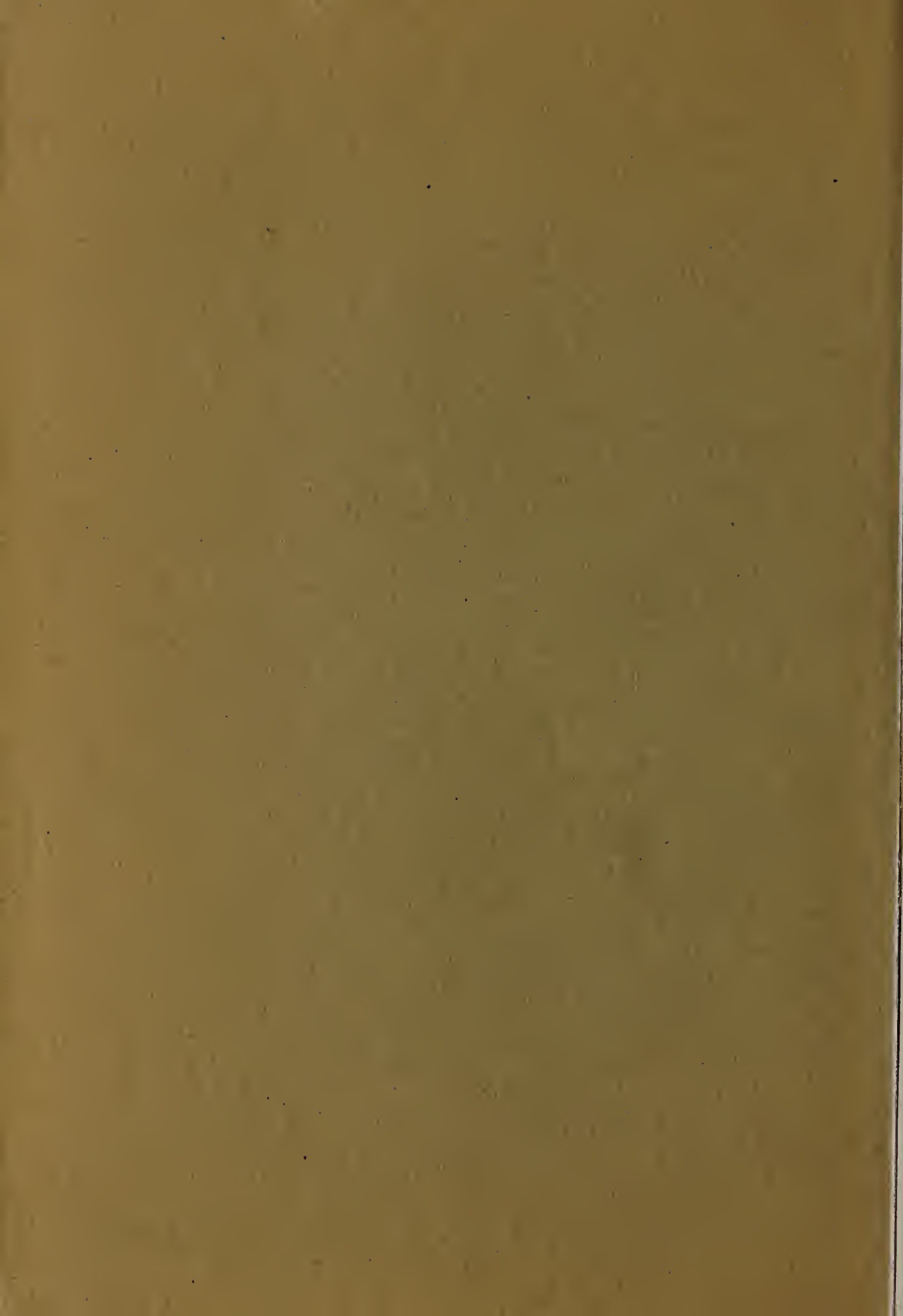
The like we shall not see again. Principal Livingstone and his Academy belonged to a past age. Peace to his memory.

Thomas Carlyle, the sage of Chelsea, and dyspeptic in ordinary to the entire British nation, says: "Let us search more and more into the past. Let all men explore it as the true fountain of knowledge from whose light alone, consciously or unconsciously interpreted, the life of the present or the future can be guessed."

A son and a grandson of the pioneers, and justly proud of that fact, one of our chosen lines of recreative study is along the line laid down by Carlyle as quoted above; and if we can stimulate research, or add to the pleasure or profit of others along that line, we are pleased to do it. This be our apology for appearing before you at this time, and trusting that neither your time nor ours has been wholly wasted in this effort, we will now close.







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